

AND COMMERCIAL GAZETTE.

[PRICE 6^D.

ate of profit; and experience proves that such has been the result in private companies based on similar principles.

PROCEEDINGS OF PUBLIC COMPANIES.

GREAT WESTERN RAILWAY COMPANY.

A meeting of the directors and proprietors of this company took place on Wednesday last, pursuant to adjournment, at the Merchants'-hall, King-street, Bristol, for the purpose of confirming the report of the directors, presented at the general half-yearly meeting, on the 15th of August last, when, it will be in the recollection of our readers, the report was, after considerable discussion, postponed, to afford the shareholders an opportunity of investigating the accounts. The meeting was attended by a large number of shareholders from London, Liverpool, Manchester, Birmingham, and the North of England; and long before the hour for taking the chair had arrived, the large room was completely filled, as were the two adjoining rooms at a later period of the day.

W. U. SIMS, Esq., in the chair.

The CHAIRMAN said, the consideration of the report was deferred, as embracing so much matter for deliberation, and the directors not hesitating to give the time that was asked, think the proper period is now arrived for discussing it; and knowing the sentiments of the meeting as to the conduct pursued by the executive authorities of the company, it had been supposed that the directors had formed some premature resolution on the merits of that report, for the purpose of assuming an unqualified approbation of every plan and principle adopted in this line—they beg distinctly to disclaim any such motive. On the contrary, a very slight glance at the report itself would betray a candid admission by the board that some faults had been committed; that defects in the execution of parts of the workmanship did exist; and that the minds of the directors were not then made up to the best course to be pursued in respect of laying the rails. These circumstances I merely advert to in order to show the fallacy of an argument that has been insisted on, that a decision upon the past must involve a commitment of opinion for the future. The two points seem to us quite distinct, and some opinion, some decision, must this day be pronounced upon that report. It is demanded by a sense of justice to the directors—it is required by an urgent claim on behalf of the general interests of the proprietary—it is not exacted as a means of committing the company to any specific plan for the future. These plans may with propriety, nay, almost of necessity, must become the subject of distinct and future deliberation. The directors abstain from laying before this meeting any full report which might have a tendency to provoke controversy or discussion, and, perhaps, lead to some further adjournment of the question, upon the same reasoning as was given at the last meeting, for time to consider it, and might, nevertheless, divert the attention of the proprietors from the actual business of the day—namely, the consideration of the half-yearly report presented on the 15th of August. Two or three points, however, bear so closely on the contents of this document, that I cannot forbear to mention them incidentally, either in corroboration of statements there made, or in explanation of the views then expressed by the board. First, with respect to the traffic, I may mention that every hope of increasing business has been fully sustained in the interval since the last meeting. The total receipts, from the 4th of June to the 7th of October, a period of eighteen weeks, has been 29,694. 5s. 11d. Taking the traffic on the whole, it gives an average of 1649l. 13s. per week from the opening; whereas the average, at the time of the last meeting, was only 1597l. per week. Taking the receipts in each succeeding month, it will be found that

June produced	£6459 16 2
July	6913 2 8
August	7154 10 5
September	7579 19 1

I may dismiss the subject of receipts with the simple observation, that I believe no one can be disappointed in that branch of the business. Of the expenses incidental to the traffic I hope a short statement will serve to dispel some of those most unfounded reports and rumours which have been industriously promulgated. A very full and correct account has been taken of every charge on the receipts of traffic up to the 30th of September, which shows that 10,925l. 12s. 1d. covers every expense (except that of maintenance of way) upon a receipt of 28,173l. 16s. 11d. The last report stated fully the reasons why the cost of maintenance of way could not then be fully ascertained, and suggested how the same should be determined for an allowance under that head. The directors have now let, by tender and contract, the repairs and maintenance of fourteen miles of their railway, and have received offers for the remainder at the cost of 6l. per mile per week, during the six winter months. This, in fact, establishes the proper scale of allowance for that service, and being added to the expense, will constitute a total charge of 13,271l. 12s. 1d., or at the rate of 47½ per cent. on the coaching receipts of the company to the 30th of September. Instead of spending 300l. per day to secure 200l., as was more ingeniously than correctly asserted, it will be seen that the proportion of expenses to receipts is smaller than that on other lines, where the accounts have been distinctly stated. With regard to the cost of laying the rails and longitudinal timbers, also dwelt upon in the last report, the directors have been very anxious, for more reasons than one, to get the most certain information to lay before the proprietors. For this purpose, after having a specification drawn up to embrace a heavier rail of 60 lbs. to the yard, and a thicker scantling of timber, adopting the simplest method of laying them, without piles or any support from transoms, they procured tenders for every branch of that work, and they can now be let by contract under 7000l. per mile, including every expense. This may be relied upon, as an actual offer has been received from a responsible party willing to undertake the distance between Maidenhead and Twyford, which must be the next portion of the line to be laid with rails. The directors think that no other course could furnish so good a test of future expense, and refer to it with confidence, in corroboration of their estimate, taken at 8000l. per mile to be on the safe side. With respect to the works, I have to state that the Reading contract, taken out of the hands of Mr. Ranger, has been let to three sub-contractors, under an engagement to finish it in seven months. The opening of the railway to Ruscombe, and thence to Reading, is fully appreciated by the directors, who would lament that any suspension of their duties should seem to cast delay upon the final determination of completing the works, and laying the rails in that district. The appointment of a director in the place of Mr. Hopkins has not yet taken place, in consequence of our entertaining a strong opinion that it would be placing any gentleman in a state of unmerited distrust who should now be associated with the directors, until they themselves could feel warranted in exercising the prerogative of choice by a vote of confidence from the proprietors. After the very long and unusual delay which has taken place in confirming their report, they beg that you will no longer hold that subject in doubt or suspense, but proceed to the consideration of it at once, with a calm and unprejudiced disposition, to do what seems just to the board of management and consistent with the interests of the company. Since the last meeting two assistant engineers have been appointed, who have recently finished works on the London and Birmingham Railway. Information has been received this day that the eastern arch of Maidenhead-bridge is perfectly free, the centerings having been eased, and there being no perceptible subsidence. The state of this work cannot fail, therefore, to be satisfactory to the proprietors. In the last report it was stated that the directors had applied to Mr. Wood, to undertake a course of experiments upon the railway, for the purpose of assisting the directors in their future plans for this railway. Shortly after the meeting, a suggestion was made to the directors to nominate Mr. Hawkshaw, the engineer of the Manchester and Bolton Railway, to a similar duty, with which the directors instantly complied. The proposal was made to them by an influential shareholder of Liverpool, Mr. Crosthwaite. From Mr. Wood the directors have received a letter, stating that from the nature and extent of the experiments through which he is going for the purpose of arriving at a sound practical conclusion, he has been prevented from drawing any conclusion from these experiments to the present time; and he says that it will still require some weeks to complete them. From Mr. Hawkshaw a full report had been received, which the directors have no hesitation in saying is not favourable to the plans they have hitherto adopted. That report goes to the extent of an entire alteration of the plans, and the directors cannot admit that they would be justified, in the present state of Mr. Wood's experiments, in coming to any such conclusion—on the contrary, they think that it would be attended with the most mischievous consequences. As, however, the object of the directors throughout is to arrive at the complete truth, they propose to call a special meeting of the proprietors as soon as they shall have received Mr. Wood's final report, in order to lay the subject before them in all its bearings, furnishing such information as the engineer is able to give, when it is hoped that some practical conclusion will be arrived at. I may just allude to the clause in the act which precludes the introduction or discussion of extraneous topics, and I believe that Mr. Heyworth is now in possession of the meeting.

Mr. CROSTHWAITE thought it would be most satisfactory to the proprietors if the directors would allow the report of Mr. Hawkshaw to be read. He did not wish to suggest any course that would lead to embarrassment.

The CHAIRMAN: The directors were of opinion that such a course would be productive of much embarrassment and inconvenience.

Mr. CROSTHWAITE: We understood that report would be forthcoming at the present meeting, and we were requested to withhold our opinions until it was laid before us.

The CHAIRMAN: The directors have come to the conclusion that it would be highly prejudicial to the interests of the company, and exceedingly unfair to Mr. Wood if they adopted such a course.

Mr. PINNAIRD thought it was unfair to press such a question upon the chairman; under any circumstances the report must be a one-sided report. If they received the one without the other it would create an impression which, on the receipt of Mr. Wood's, might be found to be quite erroneous,

and as their worthy chairman had stated that a special meeting would be called to consider these reports, he hoped the meeting would not press him to read one until both were before it. The authority given by the meeting was to Mr. Wood; and he thought they ought to abide his report before they entered upon the subject.

Mr. CROSTHWAITE said if there had been no report from Mr. Wood, he agreed with the last speaker that they ought not to enter on the subject; but as there was a report from him, it was the property of the meeting.

The CHAIRMAN could not characterise Mr. Wood's letter as a report; it merely stated the course of experiments he was pursuing.

Mr. CROSTHWAITE: The meeting will be able to judge of its value when it is read. He believed the name of Mr. Hawkshaw, as the able and intelligent engineer of the Bolton and Bury line, had been mentioned by Mr. Frigg, one of the directors.

Mr. FRIPP denied that he had made the remarks which had been ascribed to him in the newspaper report, as he was not aware of any peculiar railway experience possessed by that gentleman. He believed Mr. Hawkshaw had been selected simply in concurrence with the suggestion of Mr. Crosthwaite.

Some further discussion took place; in the course of which Mr. Crosthwaite observed, that he believed the experience of Mr. Hawkshaw was fully equal to that of their own engineer; and that if his (Mr. Hawkshaw's) report had been favourable, the directors would not have withheld it from the meeting.

The CHAIRMAN: I think that imputation uncalled for and unjust. We utterly disclaim any wish to keep back the report merely because it is unfavourable.

Mr. GIBBS, one of the directors, said they were willing to admit that Mr. Hawkshaw was acting under the same authority as Mr. Wood. They did not want to depreciate the value of Mr. Hawkshaw's report, but on the principle of fair play to have both produced together.

The CHAIRMAN: The instructions to both gentlemen were *verbatim* the same, and the proceedings in reference to their reports should be received *pari passu*. He regretted the delay, and admitted that it would enhance the value of Mr. Wood's report if it had been received in time.

Mr. HEYWORTH begged to ask when it was likely they would have Mr. Wood's report?

The CHAIRMAN: In his letter he states that the course of experiments he is engaged in will take him about three weeks to complete, without making comparative experiments on other lines. The comparative experiments would perhaps take about three weeks more.

Mr. HOYES: It appears we are engaged in a course of operations in which it requires one of the first engineers in the country two or three weeks to make up his mind, although we are told that any man of intelligence would find the advantages out at once.

Mr. SWIFT would ask whether the directors, in the face of the adverse report they now held, were determined to go on with the same system? It would be better to read the two reports as far as they went, and then the meeting might be able to come to some conclusion.

The CHAIRMAN said if there were two reports he would be happy to produce them; but the meeting could not surely mean to decide upon the opinion of one party only.

Mr. HOYES inquired what course the directors proposed to adopt in reference to these reports? Would they print and circulate them among the shareholders before they called the special meeting?

The CHAIRMAN was ready to take the sense of the meeting on that subject. The directors had no objection to the reports being printed and circulated, say a week or ten days before the special meeting was called.

Mr. HEYWORTH thought the circumstance of able scientific men taking so long a time to investigate the working of the system was in itself conclusive, and condemned the report unseen and unheard. Whatever the report was let it come out.

The CHAIRMAN: It shall come out as soon as we have received it.

Mr. HEYWORTH: But in the mean time the delay is operating in the most disadvantageous manner. I see nothing to result from it but a procrastination of the evil.

The CHAIRMAN: I deprecate the delay as much as any one possibly can; but it was not of our seeking. It was called for by the meeting, and the delay cannot be charged upon us.

Mr. HOYES said the directors themselves had called upon Mr. Wood, Mr. Stevenson, and Mr. Walker for reports. It did not emanate from the proprietors, but the directors. They called upon the meeting to place confidence in their engineer, but they themselves appeared to place no confidence in him. He protested against the shareholders being held responsible for the proceedings that had been adopted.

Mr. FRIPP said after the works had got to a certain stage some defects of construction were discovered, and rumours of all kinds were abroad. That had led a great many shareholders in the north of England to wish for an examination of the line by some other engineer, and it was from that quarter that the request had emanated. It was not from a distrust of their own plans, or a distrust of the competency of their engineer to carry out those plans, that the directors had assented to the examination of the line. Under those circumstances he put it to the meeting, whether the appointment of Mr. Wood could be considered the act of the directors. If they now proceeded to decide upon the most important points regarding the line, without hearing Mr. Wood's opinion, they would be acting in the most suicidal and rash manner.

Mr. HOYES wished to know how the shareholders were to get the opinion of their engineer. So far as he had occasion to apply to the directors, he must say that they had never made the slightest concession to him.

Dr. CARPENTER objected to the reception of one report until that of Mr. Wood was produced, because it was his which the meeting had sanctioned. To entertain the question without that report would be most absurd. They were called together after an adjournment of six weeks, during which time the energies of the directors had been paralysed, and if there was now no motion before the meeting, it appeared to him that it was time to bring the matter to some conclusion. If they were not prepared to make any proposition to the meeting, it would then become his (Dr. Carpenter's) duty to do something of the kind.

After some further desultory discussion, Mr. PINNAIRD rose to order. He begged to ask the chairman what question was before the meeting.

Mr. HOYES was not at all desirous to throw obliquely on the directors. One of the wisest steps they had ever taken was to apply to these engineers; and he and his friends certainly held the opinion that the calling in of these gentlemen showed that the directors had no confidence whatever in the plans of their engineer.

The CHAIRMAN denied emphatically that such was the case.

Mr. HEYWORTH gave the directors credit for the course they had adopted.

Dr. CARPENTER said it appeared to him that they were now come to that point at which they had left off at the last meeting. Although he had voted against the adjournment, he cordially thanked the gentlemen from whom it had emanated, because they were now met with more power to come to a satisfactory conclusion, even without these reports. The directors had stated that a special meeting would be held as soon as possible after the receipt of Mr. Wood's report, and he had seen such perfect openness in all their conduct that he was satisfied, whatever the report was, it would be submitted to the proprietors for their decision. He was not anxious to have the other report read, because it was of a nature to put an end to the system which they had already adopted; and after they had gone so far as to construct viaducts, and tunnels, and bridges to a considerable extent, on the principle of the broad gauge, he only trusted that no circumstances would induce the proprietors or directors to deviate from that principle. Everything which could conduce to the superiority of their grand experimental line should be adopted. They had commenced upon a system which, the more he viewed it the more he considered it marked by prospects of wisdom. He appealed to the gentlemen from the north, as men who had the interest of the company at heart, and who, he believed, were conscientiously concerned in its success, to pass the report, and give the directors an opportunity of proceeding efficiently with the works. He had resisted the appointment of a committee on the last occasion because he would not devolve upon any set of men the responsibility which was that of every individual proprietor. He had come to the conclusion that the broad gauge and the continuous timber bearings were the two great principles of their line, and should not be deviated from. Notwithstanding some scientific engineers had objected to the plan, it was the one which must eventually be adopted on all great railways which had any regard for prospective improvement and increased speed. With these views he could not hesitate to recommend the adoption of the report which had been suspended at the last meeting; but it ought to be clearly understood that they did not pledge themselves to anything for the future. Such being his convictions, he had no hesitation in proposing that the report of the directors, presented at the half-yearly meeting on the 15th of August last, be now received and adopted.

Mr. CASTLE entirely concurred in the sentiments of the last speaker. There was no doubt that the continuous timber bearings gave greater ease and safety in travelling, and he had been informed by a gentleman who had travelled upon the part of the London and Birmingham line recently opened, that it was so dreadfully rough he could hardly keep his seat. He was aware that the Great Western line was in a similar state when first opened; but no line could compete with it for smoothness and comfort since the repairs had been effected. Complaints had been made that the estimates had been nearly doubled, and the two and a half millions had been raised to 4,730,000l.; but they ought to recollect that the London and Birmingham line had already cost 5,000,000l., and it was generally anticipated that another half million would be required. If a line, which was shorter by five miles, cost 750,000l. more than theirs, they really could not complain of the expense of the Great Western line. For these reasons he cordially seconded the motion of Dr. Carpenter.

Mr. HEYWORTH felt the position in which he was placed at the present

moment a most onerous one; but he was bound to do his duty to a great number of shareholders. His course was the more painful because a special meeting had been proposed to take the reports of Mr. Wood and Mr. Hawkshaw into consideration. He was bound to say, from what he knew of the report, that, if it had been read to the meeting, the proprietors would not have hesitated to adjourn again. He was obliged to refer to the report of expenditure, as given by Mr. Brunel, and also to the report itself, in which he stated his views and principles of action. Several items of expenditure, as contrasted with other lines, appeared very great. For instance, in the engineering and surveying department; and before he commenced on the items, he would surmise that it had been often said that the engineering department was very defectively fulfilled, not by the head engineer, but from the want of assistance. The whole amount expended on the London and Birmingham line, up to its completion, was 81,000l. for engineering. The same item on the Grand Junction Railway, where they had for a time two most eminent engineers, was 24,000l., while on the Great Western line, where only one-half their capital was expended, and only one-fifth of the work completed, the same item was 61,000l., which would give 122,000l. for the entire, against 81,000l. for the London and Birmingham, and 24,000l. for the Grand Junction. On these grounds he was inclined to move an amendment on the motion of Dr. Carpenter. Other amounts were equally exorbitant. For office expenses, the London and Birmingham charge was 34,000l., the Grand Junction was 7,600l., and the Great Western, up to the 30th of June, was 19,000l. Gentlemen placed their property in the hands of an engineer, trusting that not a farthing would be expended beyond what was necessary to bring in an income. Mr. Brunel had not followed up that system in the economical way a man of business ought, and it appeared that the directors themselves were inoculated with his views. Under these circumstances he was compelled to come forward most reluctantly, and move an amendment. He would now refer to the Kyauizing, and there were two lines with which he could contrast it. The Manchester, Bolton, and Bury one, which cost 180l. per mile, and the Birmingham and Gloucester, which could be let by contract for 320l. a mile, while the Great Western cost 607l. per mile. He would now go to the formation of tanks, premising that one of those lines was ten miles long, and the other twenty-three. On the Bristol and Gloucester the gross amount for tanks was 1525l., while the Great Western cost 12,000l. He asked, under these circumstances, whether he was not justified in the course he had adopted? Another item was the formation of the permanent way, which on the Bolton and Bury cost 5280l., and on the Great Western 10,200l., being nearly double the amount. He then proposed, as an amendment, that the meeting be further adjourned for the purpose of giving each of the subscribers an opportunity of considering Mr. Wood's and Mr. Hawkshaw's reports; and that the adjourned meeting be held at this place seven days after the reports are in the hands of the subscribers.

Mr. PHIPPS seconded the amendment. The startling facts which had been disclosed rendered such a proceeding absolutely necessary. It was impossible that the proprietors could lay their hands on their hearts, and say that they were satisfied with the former proceedings of the directors. He would implore the proprietors, for their own sakes and that of the absent shareholders, to consent to the adjournment. The evil of adjournment might be said to be nominal, but the evil of going on was incalculable—the next step, whether for weal or woe, was irrevocable.

Mr. HOYES said, he had no wish to cast obliquely on the directors. All his objections were against the engineer; and he had always maintained that it was utterly impossible they could place confidence in him. He begged to disclaim the most remote desire of expressing any personal hostility towards Mr. Brunel, but to his plans, or rather to the absence of all plan, he ascribed all the evils and expenses they had been involved in.

Mr. PINNAIRD said, as Mr. Hoys had disclaimed all wish to throw obliquely on the directors, he ought to withdraw an expression he had made use of when he stated that if the report of Mr. Hawkshaw had been favourable the directors would have read it.

Mr. HOYES readily agreed that it was rather a rash expression, and he had no objection to withdraw it.

Mr. BRUNEL then addressed the meeting at great length, and entered into several details connected with the engineering department and other works on the railway, to show that the expense was not greater on the Western Railway than on other railways. He defended the course of operations hitherto pursued, and stated that the plans upon which he had acted were taken up from what he conceived to be a sound view of the interests of the company; and upon that he was perfectly willing to stake his reputation as a professional man.

After a few remarks from Mr. Seale and Mr. Heyworth,

Mr. BABBAGE came forward and said, in the course of a tour he had made six or eight weeks ago, although not a professional engineer, he made up his mind to travel upon other railways, and, by conversing with professional men connected with them, to form his opinion upon the merits and demerits of each. He had gone over twelve railways with great minuteness; during the transit he had noticed the number of vibrations, and all the other advantages and disadvantages, and the railways would then stand in a certain numerical order. Among these the Great Western stood second in point of comfort and facility in travelling. He would observe, that even then he was doing injustice to the Great Western, because he travelled on an experimental train, going at the rate of forty miles an hour. The outlay at the present moment might appear to be extravagant, but at the end of five or ten years would turn out a very different thing. The more their line had a capacity to adapt itself to the improvements of the day, the more profitable it would be. Mr. Babbage then referred to the wide gauge and the longitudinal bearers, to both of which he expressed himself decidedly favourable. His opinion on the whole was, that the grossest fallacies relative to the Great Western Railway were abroad. He would entreat of them all to turn their attention to the best means of directing the energies of the proprietary to carrying on, to a profitable conclusion, the important work in which they were all embarked.

Some discussion then took place as to the probable time when Mr. Wood's report would be ready; and the chairman eventually fixed the 20th of December as the period when a special meeting of the proprietors should be held in London, for the purpose of taking the reports of Mr. Wood and Mr. Hawkshaw into consideration.

With this understanding, Mr. HEYWORTH said he had no objection to withdraw his amendment; and the motion that the report be received and adopted was then carried unanimously.

Mr. BABBAGE moved a vote of thanks to the directors for the manner in which they had conducted the business of the company, which was seconded by Mr. J. Hair, and carried.

Mr. SWIFT then moved a resolution to the effect, "That in the registration book, which is open to the shareholders, and in which the name of the proprietors are entered, the number of shares held by each should also be specified." The motion was opposed by Mr. Jones and some other gentlemen, but eventually carried.

After a few words from Mr. Brunel in explanation,

Mr. BRIGHT, the deputy-chairman, as the substitute for the chairman, returned thanks for the resolution which had been passed by the proprietors. A vote of thanks to the chairman having been carried, the meeting broke up.

CHESTER AND BIRKENHEAD RAILWAY COMPANY.

On Thursday week the half-yearly meeting of the shareholders in this company was held at the Clarendon Rooms, Liverpool, WILLIAM DIXON, Esq., in the chair.

The CHAIRMAN briefly explained the object of the meeting, and congratulated the shareholders on the flattering prospects held out to them by the report which would be read.

Mr. MALLABY (the company's clerk) read the report of the directors.

The report stated that the portion of the line extending from Birkenhead to Eastham had been taken by the contractors, Messrs. Brine, Murray, and Brownhill. Excavations were now carrying on in five different portions of the line, and bridges had been thrown over three public roads. The crossing of Bombo' Pool was the most critical undertaking in the whole, owing to the mass of masonry, the height of the embankments, and the peculiar character of the vale, together with the doubt which may be entertained of the quality of the substratum. These circumstances combined, rendered the greatest attention, energy, and dispatch on the part of the contractors necessary. The contracts for the remainder of the line were taken by Messrs. Clements and Henry, who had engaged to complete their works at a period corresponding with the termination of the previous contract, and on terms favourable to the company. Contracts had also been made for the whole of the iron rails for the permanent way on terms not exceeding the Parliamentary estimate; 500 tons, with chairs and fastenings, had been received, and some were already laid. Arrangements were also in progress for locomotive power and a supply of coaches. The calls had been promptly answered. Some doubt having existed that a portion of the traffic in passengers on the Liverpool and Chester road, as shown to exist by evidence before Parliament, might have been diverted by the opening of the Grand Junction Railway, the directors (the report proceeded to state) felt it to be their duty to solve this doubt by actual experience; and the result proved that the traffic in passengers greatly exceeds the computation contained in the Parliamentary evidence, and in the first general report to the proprietors. The report stated that the railway will be incomplete unless the company possess the best mode of conveying passengers across the Mersey at the best practicable point. With this view some preliminary negotiations had been entered into with the Woodside Ferry Company for that purpose.

As half of the capital had been already paid, the directors were empowered, if sanctioned by the meeting, to borrow money as soon as the last call had been paid. The report concluded with a statement of the expenses and disbursements since the last half-yearly meeting, made up the 31st of August. By this statement it appeared that the receipts from calls and interest thereon amounted to 57,038l. 2s. 10d. The outlay for law expenses amounted to 4011l. 8s. 7d.; Parliamentary agency and fees, 4343l. 11s. 3d.; engineering and surveying, 4593l. 4s.; deputation and travelling expenses, 1133l. 7s. 6d.; office expenses and salaries, 5267l. 18s.; furniture in offices, &c., 136l. 5s. 7d.; land and compensation, 32,485l. 8s. 3d.; works under contract, 3270l.; leaving in the hands of the bank and of the treasurer, to the credit of the company, 6538l. 9s. 9d.

The adoption of the report having been moved, Mr. JOSEPH SANDERS proposed a resolution, declaring the expediency of borrowing money to the extent of 83,000l., at such rates of interest as the directors might deem necessary. The resolution was put, and carried unanimously.

Mr. FOLLETT (of Chester) said, he was apprehensive that the resolution which he was about to move would give rise to a considerable difference of opinion; but he was convinced, nevertheless, of its necessity: it was to the effect, "That the directors be empowered to conclude an immediate arrangement with the Woodside Ferry Company, to convey passengers across the Mersey, on terms the most favourable to the interest of the company."

Mr. G. H. LAWRENCE opposed the motion, and contended that every shareholder ought to have been apprised of the proposed arrangement: it was opposed by Mr. Etches, Mr. Lawrence, and others.

Mr. ETCHES moved an amendment, to the effect, "That another meeting of the proprietors be called in fourteen days, at which meeting the proposition should be discussed, each proprietor being informed that it would form the subject of discussion." Mr. Etches subsequently withdrew his amendment, and the original motion passed, only three hands being held up against it.

Thanks were voted to the chairman, and the meeting separated.

SHREWSBURY RAILWAY.

A meeting was held at the Swan Hotel, Wolverhampton on Thursday evening, for promoting the passage of the above-mentioned line through that town. Two gentlemen from Shrewsbury attended on behalf of the proprietors there, and Mr. Locke, the surveyor of the intended line and engineer to the Grand Junction Railway, attended on behalf of the latter company.

JOHN WEAVER, Esq., in the chair.

Our readers will recollect that the line formerly proposed did not approach Wolverhampton nearer than Oxley. The importance, however, of touching at Wolverhampton, induced the parties at Shrewsbury to send a deputation, inviting the co-operation of this town. The Culwell, on the Wednesfield road, and the bottom of North-street, were each proposed as desirable situations for a station, which is to connect the Shrewsbury line with the Grand Junction at Wednesfield Heath.

With reference to the much desired circumstance of connecting the Grand Junction Railway with this town nearer than at its present station at Wednesfield Heath, Mr. LOCKE stated, that if the projectors of the Shrewsbury line had not proposed to effect it, the Grand Junction would certainly have done it by a direct branch.

The proposal of the Shrewsbury projectors was most cordially entertained by the Wolverhampton gentlemen present, as well as by Mr. Locke on behalf of the Grand Junction; and it was arranged that Mr. Locke should survey the ground preparatory to reporting to a future meeting on the most advantageous spot for the station. The distance to the Wednesfield Heath station has long been found a serious inconvenience, and we cannot close this notice without congratulating the inhabitants of this town on the prospects of an event so desirable to its commerce and importance, as bringing two such important railways close to their doors.—*Staffordshire Examiner*.

MEXICAN AND SOUTH AMERICAN ASSOCIATION.

A meeting of the above association was held on Wednesday week, to take into consideration a communication from Liverpool, to the effect, that the merchants there interested entertained an intention to send a deputation to London for the purpose of making certain representations to the Foreign-office respecting the French blockades of Buenos Ayres and Mexico, and to request some explanations as to the views or the probability of an interference on the part of this Government. In such a case it was desired to know if the association here would be disposed to join and co-operate with them, which of course was agreed to, although an opinion was expressed that any steps would be unavailing in the official quarter referred to.

RAILWAYS IN IRELAND.

On Saturday last, pursuant to requisition—which amongst others was signed by the Marquess of Sligo, the Earl of Lucan, Sir Samuel O'Malley, Bart., Thomas Martin, M.P., A. Knox Gore, Lord-Lieutenant of Sligo, Sir Valentine Blake, Bart., Edmund Blake, Lord of Galway, nine deputy-lieutenants, twenty-seven justices of the peace, and numbers of the resident gentry, merchants, farmers, and traders of the province of Connaught—a public meeting was held in Ballinasloe, for the purpose of considering the nature, contents, and recommendations of the railway commissioners, and to adopt such measures as might appear expedient, with a view to encourage the investment of capital on public works in Ireland, as well as to encourage well-regulated enterprise, and promote the employment of the people.

J. J. BODKIN, Esq., M.P., having been called to the chair, resolutions were passed to the effect, that the commerce and agriculture of the country would be greatly promoted by judiciously-selected lines of railroads towards the west; that such a line as would lead to a communication from Dublin to the spacious harbours of Galway, Clew Bay, and Blacksod Bay, presents peculiar facilities from the levels presented, and the limestone districts through which it would pass; that amongst other advantages to the country, it would greatly mitigate the pressure of poor-laws were the government to facilitate the construction of railways by the advance of public money at a low rate of interest, as recommended by the commissioners' report, in alluding to other projects, and that, therefore, it is to be hoped that her Majesty's government will adopt such a course; that the construction of railways in Ireland should, as in other parts of the empire, be left to private enterprise, aided, assisted, and controlled by government, the lines to be decided upon by Parliament, according to the usual rules, founded upon evidence, regard being had to public interests and private rights; and that a petition, founded on the principles recognised, be framed, to be adopted by district meetings, a request being added that the railway commissioners be called upon to reconsider their report.

In conclusion, a resolution of thanks was passed to the newspapers, English as well as Irish, which had advocated the claims of Ireland to railway communications, in opposition to the conclusions of the commissioners.

THE LATE MEETING AT STAFFORD, IN OPPOSITION TO THE MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY.—On the subject of this meeting, the particulars of which we noticed in our last, Robert BARBOUR, Esq., chairman of the board of directors of the Manchester and Birmingham Railway, has addressed a letter to the Mayor of Stafford, William Jones, Esq., who presided on the occasion, in refutation of the charges brought against the company, and contained in the resolutions passed at the meeting in question. In one of these resolutions, it was assumed that the Manchester and Birmingham company did not intend to effect the junction, authorised by Parliament under their act, with the Grand Junction Railway, at Chebsey—"an assumption," Mr. Barbour says, "the directors are compelled to characterise as utterly unfounded." As respects the charge contained in another resolution passed at the same meeting, that the company, in seeking an extension of their railway by way of the Trent valley to Rugby, had broken faith with the town of Stafford—"this imputation the directors declared to be in like manner unwarranted by the facts." Mr. Barbour adds, "with respect to the town of Stafford, it has, of course, a claim to the improved communication with the Potteries and Manchester, which the line of the Manchester and Birmingham company holds out, and if it obtain these advantages, as no doubt it will, this company will have discharged its obligations to the borough, not only without aid from, but against the wish of, the Grand Junction Company."

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.

The directors, we are happy to learn, are pushing on their works with spirit; and since we last noticed their proceedings, have let two more portions, viz., the Greenock and Cartburn-hill contracts; the former to Messrs. Allison and Brodie, and the latter to Mr. Barron, of Glasgow. Both are to be completed next year. The Finlayston contract is already advertised, and this, with the short length from the river Gryfe to Paisley, which is immediately to follow, and for which the plans are ready, will complete the line to Glasgow. The directors will then have redeemed their promise of having the whole at work this autumn, and will be able, we hope, before the next half-yearly meeting, to form a pretty correct judgment of the entire expense of their railway.

It would be premature to give an opinion in figures, but from all we can learn, the proprietors will have great cause to be satisfied with the result, as affording a practical proof that the calculations on which the railway based its claims to support were not erroneous. These estimates have hitherto, on most great lines, been so fallacious, and the consequent disappointment to the shareholders so great, that to complete their labours at, or within, the capital would be an enviable distinction, and to achieve this without impairing the stability of their works, should be the constant aim of those entrusted with the management. We are led to believe that this will be accomplished; and should our anticipations prove correct, we need scarcely say that the value of the property will be materially increased.

There is a point connected with these new means of travelling to which we have often wished to advert. Has it ever occurred to the directors of our three great Scottish lines that their resources would be developed, their interests advanced, and the convenience of the public greatly increased by a union of purpose and system? It is the uninterrupted transit that enables the railway to convey at so cheap a rate, and we have no hesitation in saying that the removal of goods from one railway to another, at the distance of half a mile, would prove as expensive as the transmission of them on twenty times that length of railway. The inconvenience to passengers with luggage is also considerable, and would go far to destroy the advantage to be gained. It would, we conceive, be of incredible service to trade were an unbroken line between this town and Edinburgh, and on which the time occupied would be not more than we now frequently take to steam up to Glasgow. Once established, hemp, timber, and a thousand other articles would come through direct, and new sources for profitable occupation of capital would undoubtedly be created. Can no way be found of their joining the whole together, and enabling each to bear its part in the great chain of communication?

It is a question of such deep moment that we feel surprised it has never yet been brought forward in a tangible shape, and we shall be glad if our hints induce those whose immediate province it is to watch over the proceedings of these national arteries, to devote a little time and thought to the accomplishment of so desirable an end. We have no doubt of some mode being discovered, if the subject were warmly taken up by those who have shown such aptitude for smoothing the difficulties of our highland hills. Mr. Locke, we understand, is shortly expected here to inspect the works and give his future orders; would it not be advisable to consult him? At any rate, we consider the question of such importance, that we trust it may not be allowed to sleep.—*Greenock Advertiser*.

STOCKTON AND DARLINGTON RAILWAY.

BARRETT & THE COMPANY.—It appears the directors of this company have, ever since the opening of the railway, been charging only 4d. per ton per mile for the transit of coals thereon, which are shipped at Stockton for London and the outports, when such coal ought, as they now contend themselves, to have been charged after the rate of 14d. per ton per mile. But what strikes the minds of all disinterested persons as most extraordinary is, that even after the discovery they have made of their error, they nevertheless still continue to make the low charge to their chosen favourites. In this action, they have set up that the small rate of 4d. per ton, imposed by their Acts of Parliament upon coal shipped for exportation, applies only to coal sent foreign, but that on the plaintiff's coal sent to London they are entitled to charge 14d. per ton, although, let it be understood, they have never charged the members of their own committee, or any other of their shareholders who happen to be coal owners and use their railway, more than 4d. per ton upon coals shipped beyond the limits of the port. They, nevertheless, persist in charging the plaintiff 14d. Proceedings like these necessarily induce persons who are interested to ascertain who the persons are that form the governing body of this company, and can so abuse the powers of an Act of Parliament. The individuals upon the present committee of management of the company, we are informed, are as follows:—Joseph Pease, jun., M.P., Henry Pease, John Pease, Edward Pease, jun., Thomas Richardson, Jonathan Backhouse, William Kitching, Henry Stobart, John Flintoff, Thos. Meynell, Thos. Meynell, jun., and Leonard Raisbeck.

We were of course prepared for finding the name of the hon. member for South Durham upon this list, but we must confess we did not expect to meet with such a batch of the Peases, and of their connections, as are here presented. It is, indeed, plain enough, under what influence the affairs of this company are administered. Here we have Mr. Joseph Pease, a large coal owner, sitting on the committee, directing himself to be charged 4d. per ton per mile for the transit of his own coals, while he is at the same time authorising, and attempting to vindicate the imposition of 14d. per ton per mile upon another coal owner for the same privilege. And here we have a whole string of the Peases and others sitting by, helping him to perform this act of justice! This, let it never be forgotten, is the chosen champion of South Durham—the man in whom for his virtues, even more than for his talents, great and commanding as they are, and exercised too with the humility which forms so graceful and distinguishing an attribute of his personal character, in common with that of so many of the sect to which he belongs—the people of this district have placed their confidence, and elevated to the dignity of representing them in Parliament. Here we have the man, who for his straightforwardness, his honesty, his love of justice, his advocacy of equal rights, the electors of this district have raised into high place, delighting themselves in his honour, which he so faithfully reflects back upon them, and who by his just and equitable administration of the law, in this instance made to his hands, holds out the strongest confidence that he will employ his influence and talents as a maker of the laws in the legislature of his country, with the like single-minded disinterestedness.

But there are persons upon the committee of this railway who, in charity, one may suppose, have never reflected upon the injustice to which they lend themselves—men who, even now, are willing to believe, possess too high a sense of honour, willingly to become the slavish instruments of this legislator for effecting his own sordid and selfish purposes—who, in fact, are not aware of the practical consequence of the proceedings to which they have been heedlessly deluded in lending their sanction. They surely do not mean to expose themselves to the consequences which must necessarily result from becoming parties to the perversion of the powers of an Act of Parliament for such personal and partial objects. These gentlemen might at least reflect, that they are not large coal owners like Mr. Joseph Pease—that they do not gain more as coal owners, by sending their coals for shipment at less cost than is charged by themselves to their neighbours for the same privilege, than they would gain as railway proprietors by charging all coal owners alike, who use their railway, the same rates as they compel the plaintiff in this action to pay before they will allow him to pass his coals. Mr. Joseph Pease and some other members of this committee, would, of course, gain much less from their interest in this company, if all coal sent to London and the outports from the railway were charged for transit dues 14d. per ton per mile instead of 4d., than they now gain as coal owners, by the latter charge only being imposed upon the immense quantities of coal which they ship; but that is not the case as respects other members. One thing is, however, perfectly clear, viz., that it is the duty of the committee to charge all the coal owners equally for the enjoyment of the same privilege, and it is as certainly the interest of those members of the committee who are not coal owners, but merely shareholders in the company, to charge all who use the railway the higher tonnage rate (and it is their bounden duty too) if by law they conceive it to be the company's due. Certain it is that if they consider themselves legally entitled to charge—and do actually charge—one coal owner 14d. per ton per mile, and content themselves with charging others for the same advantage only 4d., they are not only guilty of the most gross partiality, but at the same time act with the greatest injustice towards the shareholders, whose interests it is their special duty to protect.

Fortunately, however, the remedy for this injustice is plain and easy. Let some shareholder of spirit bring this question fairly to the test by filing a Bill in Equity on behalf of himself and the other shareholders, against Mr. Jos. Pease and the rest of the coal owners sitting upon the committee of this company, calling upon them to render an account of, and to pay into Court, the difference between 4d. and 14d. per ton per mile upon all coal shipped by themselves to London and the outports from this railway, since it was first opened, to abide the event of the decision upon the question raised, as to the proper charge to be imposed upon such coal. By adopting such a step the interests of the shareholders generally will be properly protected; and they will have the advantage secured to them of becoming receivers of a very liberal addition to the dividends they have hitherto received, when the Court, before which the case stands, shall have decided, in conformity with the construction which Mr. Joseph Pease and the rest of the committee of the railway company, adopting the advice given by their legal advisers, contend for, viz., that it is only upon coal shipped and sent foreign, that this Act of Parliament imposes the low tonnage rate of 4d. per ton per mile.—*Durham Advertiser*.

LONDON AND GREENWICH RAILWAY.—The number of passengers on this line, from the 6th to the 12th of October, was 29,802, producing (including creek and footpath) 693l. 0s. 6d.

DEAN FOREST MINING COMMISSION.

Wednesday, Sept. 19.—Mr. Sopwith and Mr. Probyn sat at the Speech House. The meeting was numerously and respectfully attended, it being appointed for the hearing of the first complaint laid before the commissioners—that of Mr. Court against the Cheltenham Coal Company, which had been fixed for hearing on the 10th, and had been then adjourned. Mr. Clarke, after some short observations on the act, chiefly with reference to the fact, that application for gales made since April 9th, 1832, in respect of which, works had been commenced and carried on at considerable expense, were, under the Act, to be granted as gales, and entitled to similar protection, stated that his clients, having made application for gales at Newam Bottom, near Ruardean, had sunk pits on the site; but that within a month afterwards, when the complainants had gone to considerable expense, the Cheltenham Coal Company had begun to sink two pits within such a distance, or to interfere with, and take away, the coal of the complainants' pits; wherefore the complainants called upon the commissioners to exert the power vested in them by the Act, for the purpose of stopping this encroachment; and more particularly, as the Cheltenham Coal Company not only had no gales on the spot, nor had ever made applications for them. These facts were proved by the witnesses called by Mr. Clarke, who were cross-examined by Mr. Stiles, of Cheltenham, for the purpose of showing that the Cheltenham Coal Company had, on the same day on which the complainants had made their applications for gales at Newam Bottom, made an application for pits at a place called the East Slad, about 700 yards from Newam Bottom, and on which application they claimed to command all the coal in Newam Bottom; and that the Cheltenham Company had been at considerable expense, and particularly in making a road, which turned out, however, to be the regular parish road. The commissioners came to no decision, as they intended to inspect the spot.

Mr. James, of Newnam, then brought forward a complaint by Mr. Joseph Robins, against Mr. Court and Mr. Jones, the complainants in the last case, for sinking their pits at Newam Bottom, to the prejudice of an old gale belonging to Mr. Robins. The facts did not appear to be disputed; the question to be decided in this case being, whether Mr. Robins's gale was, in the first instance, a legally existing gale, or one duly kept in work according to the custom; and, again, whether assuming this, Mr. Court's pits were, or not, within the customary limits. The decision of this case, also, is adjourned, to give the commissioners an opportunity of inspecting the site.

The commissioners on the remaining days of the Court, held no public meeting, and were principally engaged in examining the localities of the disputed works.—*Monmouthshire Merlin*.

NORWICH LIFE INSURANCE.

For some time past there have been several rumours in circulation of considerable dissatisfaction being expressed on the part of the insurers in the Norwich Life Insurance Office respecting the management of that institution, which gave rise, about a month since, to some severe but useful comments in the *Bankers' Circular*, and to much more severe remarks in the *Norwich Mercury*, and in the latter journal evidently founded upon facts that have not been yet controverted. It is, however, satisfactory to state, and we do so to remove all alarm, that, notwithstanding the gross mismanagement which appears to have crept into that establishment, the referees have pronounced it to be perfectly solvent. It is, however, well known that the principles of life insurance are perfectly a mystery to the multitude, but it is not so well known that the existing common law affords but little, if any, protection to an insurer's assignee against a litigiously-disposed body of insurance directors and proprietors; and it frequently happens that the parties for whose benefit the insurance has been effected, contingent upon the demise of an insurer, may be in circumstances that totally disable them from making any resistance to the refusal of a powerful life insurance body who may reject their claims. It is, however, evident that the general body of life insurers require more protection at common law in matters of dispute with the offices wherein they insure than they can now command. The present temporary Act of the last session goes only to protect the joint-stock companies against their co-partners and debtors. But it must be remembered that life insurers are all, and always, creditors of the establishment whose policy they hold, with no other remedy in the case of dispute but by a tedious and expensive suit in the Court of Chancery. The remedy has been temporarily granted to the joint-stock banks, and, doubtless, will be renewed next session, when it is to be hoped that the like legal protection will be afforded to every class, who from their incomes pay annual deposits to these institutions, with a view to secure a provision for their posterity or nominees.

That some serious reform in the law of insurance as between the holders of policies and insurance companies is required cannot be doubted; and the inference is important, which may be drawn from the following paragraph in the *Norwich Mercury*, in reply to the assertions of the editor of the *Bankers' Circular*—

"What will he say when he finds that one director, at a public meeting of the insurers, recently pronounced, under the authority of the law advisers of the institution, and in the presence of his co-directors, that not a single policy is legally valid? What will he say when he finds that, notwithstanding this knowledge, these same directors have been issuing fresh policies and receiving premiums, which, if any credit be due to the statement of the present illegal construction of the office, are literally valueless pieces of paper in the event of any dispute, and this, too, under the embarrassed situation in which the office is now placed?"

If this statement of the *Norwich Mercury* is true, all that we have advanced is fully supported; and as full 8000 parties are said to be interested in this celebrated assurance office, we can only repeat that it will much more become the government to protect such numerous interests, by the application of correct legislation, than to wage a useless war against political shadows. We may probably recur to this question, but at the same time we have every reason to believe that the Norwich Life Insurance Office is perfectly stable, notwithstanding the errors to which we have referred; our object only is to aid the public voice in a reformation of that description of quackery which is but too manifest in the prospectuses of the majority of insurance offices.—*Herald*.

SOUTHAMPTON DOCKS.—Without departing from the plan laid down, of making first one dock on the western side of the dock land, we learn that the directors of the dock company have taken into consideration the appropriation of the entire site. This is a most interesting problem, and we are persuaded cannot be too attentively considered. We much doubt whether an equally advantageous situation for docks is to be found in either continent, and being so completely open and free on three sides, and enjoying so much deep water boundary, there is full scope for the exercise of the best judgment in the design of the docks, and originality in the plan is the more called for, because most of the commercial docks were constructed before the application of steam power to navigation. The great breadth of steam ships, the objection on account of fire to their being admitted to the said docks, with the vast bulk and value of the imports and exports, conveyed chiefly by sailing vessels, and the peculiar facilities and accommodation required by passengers, demand much thought and foresight. We have every reason to hope that the interests of the public at large, of the inhabitants of Southampton in particular, and of the dock proprietors, will be promoted in the best manner in carrying out this great work. We believe that much commercial and professional talent is with great diligence directed to the subject, but we deem it our duty at the same time to remind our fellow townsmen that the future rank of Southampton in the commerce of the country very much depends on the plan, style, and execution of the works to be constructed on the dock land. Under these circumstances and considerations, we trust that the directors will not hesitate (without binding themselves positively to the execution of any specific plan) to throw out, as early as may be practicable, such a sketch or outline of the works contemplated, as may convey the best information in their power to communicate on the subject at this early period. We have heard that the quay lines, comprehending a wharf on the Itchen, and the dock quays, will altogether exceed four miles in length, which, in an area of only 208 acres, is without example, and is evidence of the singular adaptation of the ground for the purpose to which it is to be applied.—*Hampshire Advertiser*.

ANTHRACITE COAL.—Anthracite coal is much used for domestic purposes in New York, Philadelphia, Baltimore, and Washington. It is burned sometimes in stoves, and sometimes in the open fire-place. This latter, however, is somewhat dangerous; in parts of Ireland, also, anthracite coal is abundantly made use of.—*Whitehaven Herald*.

PUBLIC COMPANIES.

MEETINGS.

BRITISH SILVER LEAD AND COPPER MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders of the above company, advertised to be held at the Clarendon Rooms, Liverpool, on the 15th day of October next, from unavoidable circumstances is declared to be POSTPONED till the 14th day of November next, to be then and there held as above, at Twelve for One o'clock.

BOLIVAR MINING ASSOCIATION.—Notice is hereby given, that a GENERAL MEETING of the proprietors of the Bolivar Mining Association will be held at the Clarendon Rooms, South John-street, Liverpool, on Friday, the 26th instant, at One o'clock in the afternoon precisely.

Dated in Liverpool, this 24th day of October.

ALEXANDER ALLEN, Secretary.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—Notice is hereby given, that in conformity with the deed of settlement, a HALF-YEARLY GENERAL MEETING of the holders of shares of the Consolidated Copper Mines of Cobre will be held at the office of the company, No. 26, Austin-friars, on Tuesday, the 30th instant, at Twelve o'clock precisely.

On that day, one director, George M. Glascock, Esq., and one auditor, Robert Passenger, Esq., will go out of office, agreeably to the deed of settlement, but are immediately re-eligible, and Mr. Glascock is a candidate for re-election. It is necessary that parties intending to offer themselves as candidates for the direction and auditorship should leave notice of such their intention with the Secretary, at the office of the company, 26, Austin-friars, at least fourteen clear days before the day of election.

WILLIAM LECKIE, Secretary.

26, Austin-friars, October 10.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—There being TWO VACANCIES in the direction of this company, notice is hereby given, that in conformity with the deed of settlement, TWO DIRECTORS will be chosen to fill up the same, at the Half-Yearly General Meeting of the holders of shares, to be held at the office of the company, No. 26, Austin-friars, on Tuesday, the 30th instant, at Twelve o'clock precisely. It is necessary that parties intending to offer themselves as candidates for the direction should leave notice of such their intention with the Secretary, at the office of the company, No. 26, Austin-friars, at least fourteen clear days before the day of election.

WILLIAM LECKIE, Secretary.

26, Austin-friars, October 10.

HAYTIEN MINING COMPANY.—The Shareholders are requested to attend a MEETING at the George and Vulture Tavern, George-yard, Lombard-street, on Monday the 22d inst., at Twelve for One o'clock precisely, for the purpose of receiving a report from the committee of management. The report may be obtained at Mr. Hendrick's, 2, Copthall-chambers.

TRELEIGH CONSOLIDATED MINING ASSOCIATION.—Notice is hereby given, that the ADJOURNED ANNUAL GENERAL MEETING will be held at the office of the company, on Wednesday, the 31st inst., when an election of directors for the ensuing year will take place. Candidates for the directorship are required to give fourteen days notice to the secretary in writing of their intention.

By order of the board,

ROWLAND NICHOLSON, Sec.

23, Threadneedle-street, Oct. 4.

WEST WHEAL JEWEL MINING ASSOCIATION.—Notice is hereby given, that in accordance with a Resolution passed at the Special General Meeting of the 21st of May last, a draft of a deed of settlement for the future regulation of the company will remain for the inspection of the shareholders at the office of the association, and for the convenience of the directors, until Wednesday, the 17th instant. And notice is hereby further given, that a SPECIAL GENERAL MEETING of the shareholders will be held on Thursday, the 18th inst., when the deed will be submitted to the shareholders for execution.

By order of the board,

ROWLAND NICHOLSON, Sec.

23, Threadneedle-street, Oct. 3.

CALLS.

BRISTOL AND EXETER RAILWAY.—CALL OF FIVE POUNDS PER SHARE—being the Fifth Instalment, and making, with former calls, the sum of Twenty Pounds per share. The directors of this company, under the provisions of the Act of Incorporation, hereby give notice, that the proprietors of shares are required to pay, on or before the 20th day of October next, at any of the undermentioned banks, the sum of FIVE POUNDS on each of their respective shares:—

Liverpool Messrs. Glyn, Ballif, Mills, and Co.
Manchester The Bank of Liverpool.
Bristol Messrs. Miles, Harford, and Co.; Messrs. Baillies, Ames, and Co.; Messrs. Stuckey and Co.'s Banking Company, or at either of their branches; the West of England and South Wales District Bank, or either of its branches; the National Provincial Bank of England, or either of its branches; the Devon and Cornwall Banking Company; Messrs. Cole, Holroyd, and Co.; Messrs. Milford and Co.; Messrs. Sanders, Sons, and Co.

Who have been instructed to charge interest at the rate of Five per Cent. per Annum on all payments made after said 20th day of October next.

By order of the board of directors,

Office, 30, Broad-street, Bristol, Sept. 23. J. B. BADHAM, Secretary.

LONDON AND BRIGHTON RAILWAY COMPANY.—Incorporated by Act of Parliament, 15th July, 1825.—CALL for the THIRD INSTALMENT of £5 per SHARE.—Notice is hereby given, that the directors of the London and Brighton Railway Company have this day made a Call of £5 per Share in this undertaking, and that the same is directed to be paid, on or before the 17th day of October next, to either of the undermentioned bankers, viz:—

Liverpool and Manchester—The Manchester and Liverpool District Bank, on account of Messrs. Smith, Payne, and Smiths.
Brighton—Messrs. Wigney and Co.; Messrs. Hall, West, Borrer, and Hall.
Lewes—Messrs. Molyneux and Co.
Glasgow—The Glasgow Union Bank.

Proprietors of shares in this undertaking, are therefore requested to pay the same accordingly.

London and Brighton Railway-office, 10, Angel-court, Throgmorton-street, August 23.

BRITISH TIN MINING COMPANY.—The shareholders are reminded, that the fourteen days' grace allowed for the payment of Two Shillings and Sixpence per share, due on the 2d, will expire on Tuesday, the 16th instant, and notice is hereby given, that all shares on which the call shall then remain unpaid become absolutely FORFEITED, agreeably to the regulations of the company.

WILLIAM CODNER, Secretary.

Adam's-court, October 10.

WHEAL MARY CONSOLS, ST. NEOT, CORNWALL.—The Adventurers in the above Mine are hereby informed that a CALL of TEN SHILLINGS per Share is this day made by the Directors, to be paid forthwith into the Bank of Messrs. Hodge and Norman, Devonport. Also that the ANNUAL GENERAL MEETING of the Adventurers will be held at the Globe Hotel, Plymouth, on Wednesday, the 31st of October inst., when the Accounts for the past year will be presented, and auditors appointed to examine the same.

Dated Oct. 11.

By order of the Directors,

JOHN POWNALL WILLIAMS, Purser and Sec.

BRITANNIA LIFE ASSURANCE COMPANY,

1, PRINCES-STREET, BANK, LONDON.

CAPITAL—ONE MILLION.

DIRECTORS.

William Bardgett, Esq., Samuel Bevington, Esq., William Fechny Black, Esq., John Brightman, Esq., George Cohen, Esq., Mills Coventry, Esq., John Drewett, Esq., Robert Eglinton, Esq., Erasmus Robert Foster, Esq., Alex. Robert Irvine, Esq., Peter Morrison, Esq., William Shand, jun., Esq., Henry Lewis Smale, Esq., Thomas Teed, Esq.

MEDICAL OFFICERS—W. Stroud, M.D., and Ebenezer Smith, Esq., Surgeon.

SOLICITOR—William Bevan, Esq., Old Jewry.

ADVANTAGES OF THIS INSTITUTION:

A most economical set of tables—computed expressly for the use of this Institution, from authentic and complete data.

Increasing rates of premium on a new and remarkable plan, for securing loans or debts; a less immediate payment being required on a policy for the whole term of life than in any other office.

A Board of Directors in attendance daily at Two o'clock.

Age of the assured in every case admitted in the policy.

All claims payable within one month after proof of death.

A liberal commission allowed to solicitors and agents.

Medical attendants remunerated in all cases for their reports.

PETER MORRISON, Resident Director.

Officers in the army and navy engaged in active service, or residing abroad, and persons afflicted with chronic disorders not attended with immediate danger, assured at the least possible addition to the ordinary rates, regulated in each case by the increased nature of the risk. Prospectuses, and every requisite information as to the mode of effecting assurances, may be obtained, either by letter or personal application, at the office of the company.

Premium per cent. per annum payable during

Age. First Five years. Second Five years. Third Five years. Fourth Five years. Remainder of Life.

20 1 s. d. 1 s. d. 1 s. d. 1 s. d. 2 s. d.

30 1 1 4 1 12 2 1 19 1 2 7 4 2 17 6

40 1 16 1 2 4 4 2 14 6 3 7 3 4 3 4

50 2 16 7 3 9 4 4 5 5 5 6 3 6 13 7

ATLAS ASSURANCE COMPANY.

Established 1808.

DIRECTORS.
Sir THOMAS TURTON, Bart., Chairman.
J. D. HUME, Esq., Deputy-Chairman.
The Hon. Sir Courtenay Boyle
John Oliver Hanson, Esq.
William Laforest, Esq.
Moses Mocatta, Esq.
James William Ogle, Esq.
Emanuel Pacifico, M.D.
William George Prescott, Esq.
Joseph Pulley, Esq.
John Peter Rasch, Esq.
John Woolley, Esq.
CHARLES ANSELL, Esq., Actuary.

LIFE DEPARTMENT.

Persons assured for the whole term of life in Great Britain or Ireland respectively, will have an ADDITION made to their policies every seventh year, or an equivalent REDUCTION will be made in the future payments of premium, at the option of the assured.—The THIRD SEPTENNIAL VALUATION up to Christmas, 1857, is now completed, and the directors have great satisfaction in stating its result.

The following Table shows the total additions made to policies for £1000, effected in London or through an agent in Great Britain, which had been in force for the twenty-one years ending 1837:—

Age at commencement.	Annual Premium.	BONUS.	
		Gross additions to the sum assured.	Equivalent to the following per centage on the premiums paid to the company.
30	£26 14 2	£354	£63 2 3
40	33 19 2	416	58 6 8
50	43 6 8	526	55 5 0
60	65 13 4	789	59 0 3

Assurances for short periods may now be effected in this office at considerably reduced rates of premium.

FIRE DEPARTMENT.

In addition to the benefit of the late reduction in the rates of premiums, this Company offers to assureds the advantage of an allowance for the loss of rent of buildings rendered untenable by fire.

Policies falling due at Michaelmas should be renewed within fifteen days from that period.

The Company's rates and proposals may be had at the office in London, or of any of the agents in the country, who are authorised to report on the appearance of lives proposed for assurance.

92, Cheapside, London, October 4. HENRY DESBOROUGH, Secretary.

STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.

8, King William-street, City, and Regent-street, London.

CAPITAL—ONE MILLION.

DIRECTORS.

The Right Hon. The EARL OF CAVAN.
Major-General Christopher Hodgson, E.I.C.
W. Cory, Esq.
William Davis, Esq.
Lawrence Dorgan, Esq.
William Gunston, Esq.
Cuthbert Joyner, Esq.
W. J. Richardson, Esq.
Henry Lawson, Esq.
J. Barrett Lennard, Esq.
George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium.—Twenty years' scale:

Age.	Annual Premium for £, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
15	£ s. d. 0 19 4	1 3 5	1 7 11	1 13 1	1 18 10
25	1 3 6	1 8 7	1 14 5	2 1 4	2 9 7
35	1 10 4	1 17 2	2 5 6	2 15 8	3 8 4
45	2 4 6	2 14 8	3 7 4	4 3 6	5 4 3

By order of the Board of Directors,

WRIGHT, Secretary.

FREEMASONRY.—PROVINCIAL GRAND MEETING.

The Provincial Grand Lodge of Hampshire will be held at Southampton on Friday, the 12th of October next, when the various Lodges of the province are requested to attend, and the presence of visiting brethren is solicited. The Brethren will assemble at Nine o'clock, in the Freemasons' Hall, Bugle-street, and at Ten o'clock the P. G. Lodge will be closed. After attending Divine Service, the R. W. the D. P. Grand Master, and the P. G. Lodge, accompanied by, and in the presence of, Joseph Liggins, Esq., the chairman, and the board of directors and shareholders of the SOUTHAMPTON DOCKS, will proceed to lay the first stone of this great and important undertaking according to ancient Masonic form.

By order of the Right Worshipful the D. P. Grand Master,

Admiral Sir LUCIUS CURTIS, Bart.

Southampton, Friday, Sept. 28. J. R. STEBBING, Acting P. G. Secretary.

PUBLIC COMPANIES.

MEETINGS.

Symington Towing Company Hermitage, Wapping, Oct. 17. 1.
Independent Gas-Light and Coke City of London Tavern 17. 12.
St. Neots and St. Cleer Mining Co. Weakley's Hotel, Devonport 18. 4.
West Wheel Mining Association Office 25. 1.
Globe Insurance Society Office 25. 1.
Bolivar Mining Association Clarendon Rooms, Liverpool 26. 1.
Consolidated Copper Mines of Cobre 26. 12.
Treleigh Consolidated Mining Assn. Office of the Company 31. 1.
Gas-Light and Coke Company Crown and Anchor Nov. 1. 11.
Australian Agricultural Company 12, King's Arms-yard 6. 1.
West Middlesex Water-works New-road, Marylebone 6. 11.
British Silver Lead & Copper Company Clarendon Rooms, Liverpool 14. 12.

CALLS.

Holmshurst Mining Company 11. Oct. 6. Wright and Co.
West of London & Western Cemetery 10. 11, Haymarket.
Eastern Counties Railway 24. 10.
Wheal Mary Consols Mining Co. 10. 11. Hodge & Norman, Devonport
York and North Midland Railway 13. 13. Barnett, Hoares, and Co.
Bischof Bridge Mining Association 13. 13. Williams and Co.
Claridge's Asphaltum Company 21. 13. Wright and Co.
South Australian Company 24. 15. Ladbroke and Co.
Tyr Gunter & Cefn Cwse Colliery 10. 15. London & Westminster Bank.
Equitable Reversionary Society 15. 15. Coutts and Co.
Great Wheel Prosper Mining Co. 14. 15. Smith, Payne, and Smiths.
Hibernian Mining Company 10. 12. St. Paul's Church-yard.
London and Brighton Railway 31. 17. Smith, Payne, and Smiths.
Commercial Railway 18. 18. London & Westminster Bank.
Midland Counties Railway 10. 20. London & Westminster Bank.
Bristol and Exeter Railway 5. 20. As former calls.
Midland Counties Railway 71. 23. As former calls.
London & Southampton Railway 5. 20. 6, Henrietta-street.
East Mulberry Hills Mining Co. 10. 1. Canfield and Co., London.
South Polgoth Tin and Copper 10. 1. Office of the Company.
Cheltenham and Great Western 74. 10. Cripps and Co.
Gen. Reversionary & Investment 10. 28. Drummonds, and Hankeys.
Cambrian Iron and Spelter Co. 24. Dec. 1. London Joint-Stock Bank.

DIVIDENDS.

Relistian Mine 10s. per share Office Oct. 12.
National Cognac Brandy Distillery 5s. per cent. King-st., Snow-hill
Argus Life Assurance 39. Throgmorton-st.
Marine Insurance 5 per cent. 27, Cornhill
Llanelli Railway and Dock Company 4 per cent.
Standard of England Assurance 5 per cent. Half-yearly.
City of Dublin Steam 3 per cent. 15, Eden-quay
NOTICES TO CORRESPONDENTS.

Mr. Harris's letter has been received, and the request contained in it shall meet with early attention.

The communication with which we have been favoured by Mr. Kyan shall appear in the next Number of the MINING JOURNAL.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, OCTOBER 13, 1858.

The blockade of the Mexican coast, which has been for some time past maintained by the French Government, is at length becoming a subject of serious interest to this country, and threatens to be highly prejudicial to the mining concerns carried on in that quarter of the globe by English companies, which are thus placed in a new and most embarrassing situation—the supplies of machinery, and of that most necessary article quicksilver, of which there is never a large stock in hand, being for a time completely suspended. As more than three-fourths of the silver ore raised in Mexico can only be brought to the metallic state by the process of amalgamation, and the supply of quicksilver required for the purpose is entirely derived from Europe, the stoppage of this supply for any length of time must completely paralyse the mining industry of the country, little indeed to the injury of the natives, who have no great capital embarked in mines, and who can readily find employment of other kinds, but, on the other

hand, most seriously prejudicial to this country, whose capitalists have expended millions in bringing the mines to their present state, and who depend entirely for success upon the uninterrupted and effective working of them.

With disputes existing between France and Mexico we have nothing to do, nor is the adjustment of these disputes a matter of any concern with us, further than British interests are involved, but so far as these interests are concerned, the subject is one of vast importance to the whole mercantile community, and deserves more serious consideration and more energetic interposition from our Government than we have reason to believe it has yet received. The ostensible object of France in the present aggression upon Mexico is to indemnify her subjects from certain losses unjustly sustained in that country, and both as regards the nature of the demand, and the spirit with which it is enforced, we approve of the proceeding as in strict accordance with the laws of nations, and likely to be attended with beneficial results to all parties, as few persons can doubt that Mexico has long required a lesson of the kind. Having made these admissions, however, we contend most strongly that British interests should be respected in the contest, that as a neighbouring and friendly power we are entitled to this courtesy, and that were the French Government so disposed, there could be no practical difficulty in granting it.

By keeping out of the country British stores intended for the sole use of concerns worked by an enormous outlay of British capital, and almost depending for their existence upon a due and regular supply, France is, in fact, committing upon us the same aggression which she professes to be seeking indemnity for on the part of her own subjects—she is placing in jeopardy an amount of British capital fifty times as great as the amount of loss which she seeks to recover for herself,—and in so strange and anomalous a proceeding, it may well be doubted whether the desire to humble Mexico is not less conspicuous than the wish to injure England. The case is one which imperatively demands the interference of Government, not in the smooth tone of official indifference, but in the language of energetic and spirited remonstrance.

The reply of the French Government to applications already made, that the admission of quicksilver and mining stores, although for the actual use of English companies, would occasion complexity and trouble, and nullify the blockade, is one which, however specious, should and might be overruled; nor should British interests be tamely sacrificed for the sake of a slight contingent difficulty. Nothing could be more easy than to ascertain the exact amount of quicksilver, and other necessary stores, periodically shipped for the *bona fide* use of the English-Mexican Mines; and were the matter to be taken up by Government, arrangements might, doubtless, be entered into, and sufficient guarantees might be given, so that, without violating the existing blockade, British capital located in Mexico would have that security to which it is entitled, and which can alone be ensured by the uninterrupted progress of mining operations.

The course we have suggested would, doubtless, entail some degree of trouble upon certain diplomatic functionaries, and its success must entirely depend upon the spirit with which our Government takes up the affair; for if it is disposed to look with complacency upon the injury or destruction of British interests, a vague and general negative to any such proposition would be inevitable. Where, however, British capital to the amount of many millions is concerned, such supineness is disgraceful; nor should any exertion be spared to protect the mercantile community from suffering thus indirectly, but not the less severely, on account of quarrels between foreign powers, which might be adjusted without any such result. The enterprise and capital of our country can be confined within no narrow bounds: it has successfully located itself in every climate and latitude—from the frozen shores of Hudson's Bay to the tropical plains of India, and the yet unexplored wilds of Australia. It is from this wide-spread spirit of enterprise that our extensive colonies and our universal commerce have arisen; but it has ever been encouraged by confidence in the powerful arm of the British Government, and the certainty that protection would be extended to its subjects and their enterprises, however distant from the parent country. We do hope, then, that the day has not arrived when remote British interests will be exposed to loss and inconvenience through apathy on the part of that Government whose best interest, as well as most imperative duty, it is to afford every protection to the commercial enterprises of its subjects.

In another part of our columns will be found a report of the meeting of the Great Western Railway Company, which took place at Bristol on Wednesday last, from which it will be seen that a long and stormy discussion was entered into with respect to the peculiar construction of the railway, which has latterly excited so much public interest, and from some parties such strong animadversion, while the financial position and outlay of the company was criticised pretty severely by some of the shareholders present.

Unanimity in the management of great and expensive undertakings, is evidently a matter of vital importance to all the interests concerned, and we have much regretted to see the dissension and diversity of opinion which has prevailed for some time past with respect to the position and progress of the Great Western Railway works. A vague feeling of alarm on a subject which the proprietors generally are but little qualified to form a judgment upon—dissatisfaction with the engineer, and exaggerated rumours of defective construction—almost fatal to the undertaking—have for a long while been current, to the great injury of an enterprise which bids fair to be one of the most successful which has yet been projected in this country.

On a subject which men of eminence have been called in to investigate and report upon, and which is now actually undergoing examination, it would be premature and absurd to pass a hasty opinion; it has, however, been our conviction from the first, that much misapprehension and gross exaggeration prevailed upon it; and this conviction has been more and more confirmed by all that we have lately been able to learn. It is really a lamentable spectacle to see valuable property to such an immense amount deteriorated

ORIGINAL CORRESPONDENCE.

NEW MOTIVE-POWER, INVENTED BY SIR G. CAYLEY, BART.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Engineers and others acquainted with the theory and practice of steam-boilers, have always felt that although these machines may be so regulated and attended to as to prevent the serious calamities so destructive of human life and property, of which the public are too well aware; but hitherto their ingenuity has only been able to devise means of prevention—not a system of absolute safety. Some of the causes of explosion are simple, others are obscure, and the fact remains to meet the eye of every inquirer, that although good workmanship may lessen the chances of explosion, almost every thing depends upon the steadiness and attention of the men in the engine-room. The supply of water may be well regulated, the safety valves may be in good order, but the powerful agent still remains, ready to be used or to burst forth on the slightest negligence. It is generated and retained in large measure—it is only restrained, but not absolutely secured.

Now the subject has involved in it not merely the credit of manufacturing houses, but the interest of millions who travel by steam; I, therefore, venture to call your attention, and that of your readers, to a new, promising, nay, successful plan, for superseding the most dangerous part of the steam-engine—the boiler. The announcement may be startling, for with most people it is easier to doubt than to understand; and all I shall be able to compress into the compass of a letter, may furnish to the attentive general reader no more than an obscure indication of the ingenious machine of which I have seen, examined, and tested both the power and economy, and which I now proceed to describe in faint outline.

The motive power of the steam-engine is known to be steam, and the source of steam to be heat. A limited quantity is generated by the combustion of a limited quantity of fuel, and the means we have of embodying and sudden abstraction of such heat, furnish the motive-power of the steam-engine. The alternate application and abstraction of that property of matter called heat, or the expansion and contraction is really the motive-power. Steam or water is only the most ready means hitherto known for applying the chemical power to a mechanical use. All solids, fluids, and aeriform matter may be heated and cooled, expanded and contracted, but no other than water has, until now, been found an economical means. A few years ago Mr. Ericsson invented what he called a calorific-engine; it produced a motive-power, by heat imparted to and abstracted from air (described in the *Mech. Mag.*, 535). The difficulty presented by the want of a natural and rapid current in the air, such as there is in the water of a steam-boiler, was surmounted by Mr. Ericsson's urging the air through such a tortuous passage, as brought the cooler particles of air in contact with the surface which transmitted the heat. The air was confined in a boiler, in some measure like the boiler in which water is confined in a steam-engine, and which also received its heat by transmission. So far in both the steam-engine and Ericsson's engine there is a confinement in the former case of the water and steam, and in the latter case of the air.

This confinement to a chamber or boiler, or rather this distinct separation between the fire which generates the heat, and the water or air which may be availed of as the means for impelling the engine, has, after many and extensive experiments by Sir George Cayley, been determined to be perfectly useless and easily dispensed with. This is the radical part of the invention, and to Sir George Cayley is due, and will be paid, the credit of the invention and demonstration of its practicability and economy. To describe more than the principle of the invention would lead me into a multiplicity of details not at all necessary. The pair engine which I have minutely and repeatedly examined and tested in action are together equal to 8 H. P. They rest upon a base about eight feet long by five and a half feet wide; one single acting engine being placed along the one side of this base, and another single acting engine along the other side of this base. Each engine consists of a generator of heat, a working cylinder, and an air-pump or blower. The air-pump is half the size of the cylinder, and blows air up through a perfectly closed fire in the generator. In the passage of the air up through the fire, the oxygen serves to support the combustion, and the other gaseous bodies pass at a temperature of about 600 deg. of Fahrenheit, laterally (through a chamber for separating the gaseous bodies from any ashes or cinders) into the working cylinder, which is very similar in shape, valves, &c., to the cylinder of a single-acting steam-engine. The furnace is inclosed in the generator, and in it the fire is well got up before the doors of the generator are made tight. When all is tight, a few small jets of water are thrown upon the now close fire, and the result, partly steam and partly hot gases, gives the first impulse to the engine. The air-pump is then at work, and she continues in action for hours—the fire being replenished through a close hopper. This engine, it will be seen, partakes of the nature of both a steam-engine and a hot-air engine, which raises its steam, not by transmission through a piece of boiler-plate, but by contact with the fire itself—a hot-air engine, in which the air is not heated by transmission through metal, but by contact with the fire, which appropriates the oxygen with avidity, and liberates the heated gases for use, by what is really an elegant smoke-jack. Now, it cannot be supposed, and I would not have it thought, that Sir George Cayley's new engine has arrived at once at the beautiful and noiseless condition of a well-made steam-engine; these qualities, however, will be quickly imparted when our ingenious mechanics, with the aid of their perfect tools and machinery, have commenced the manufacture. But having myself repeatedly seen and tested this eight-horse power engine, occupying not half the space of a steam-engine of the same power, kept at work by six pounds of coke per horse power per hour, and above all without a boiler, I have ventured to give you this meagre outline of the new motive-power, which appears to me to be fraught with results of the highest public importance.

I am, Sir, your most humble servant,

ALEX. GORDON, Mem. Inst. Civil Eng.

INTERCOURSE BETWEEN LONDON AND DUBLIN.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The opening of the railway throughout from London to Liverpool, led the citizens of Dublin to hope that a more rapid communication than formerly existed between the two capitals would take place. Such, we regret to say, has not been the case, and is the engrossing topic of conversation in this city. In absence of any exertion on the part of the Post-office, or any seeming disposition to the public interest, we were induced to try how far such could be accomplished, and the practicability has been fully proved by our getting the London morning papers here, *via* Liverpool, in about twenty-four hours after their departure from London, anticipating the "Irish express mail," *via* Holyhead, from six to eight hours. These advantages arose from the circumstance of the City of Dublin Steam-Packet Company chancing to sail one of their vessels from Liverpool for Dublin at eight o'clock on the evenings of the days of the publication which we received. Hence arises the question, why should not the Irish public be accommodated? It may be said by the authorities, that they have not a sufficiency of vessels for a double line of packets between Liverpool and Dublin; but, with all due deference, we beg to state unequivocally and unhesitatingly, that steam-packets of the very first class, excelling theirs in speed and seaworthiness, can be employed for these objects; and why, we ask, is the whole Irish community to suffer from a niggard regard to a parsimonious economy? As a proof of what we state, when the City of Dublin Company's steam-vessels (whose departure for the purposes of their own business is more or less governed by the tide) sailed after the arrival of the London morning eight o'clock train, we have received the expresses of the London morning papers through that channel solely; which early arrival in Dublin is of the utmost importance, as by that the merchants are consequently in possession, on going into their counting-houses, of the very latest intelligence, which on other days they do not receive till the business of the day is all or nearly over. This day, for instance, we had through Liverpool the London morning papers of yesterday at eight o'clock a.m. (in twenty-four hours), while the express Irish mail, *via* Holyhead, did not arrive at the Post-office till five minutes to four p.m., eight hours later.

We respectfully trust you will be pleased to take up this important matter in the columns of the *Mining Journal*, in the hope that the authorities may be induced, as far as facilitating the public correspondence, to do "justice to Ireland."

With much respect, we remain, Sir, your very obedient servants,

JOHNSTON and Co.

Eden-quay, Dublin Oct. 6. Express Newspaper Agents.

GREAT WHEAL PROSPER MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—My attention has been called to an advertisement appearing in your Journal of the 6th inst., signed by one Henry Tribe, who subscribes himself as secretary to the Great Wheal Prosper Mining Company, and I am instructed by the directors of the company chosen by a majority of the shareholders at the general meeting of the 5th September last, to caution the shareholders against paying any more money in respect of the mine, either to Mr. Henry Tribe, or to any person acting with him, inasmuch as they will be called upon to pay the same over again, within the time limited for the payment of the call made by the present directors, or forfeit all their interest in the shares held by them. The directors do not wish to enter into any controversy with any of the persons connected with Mr. Tribe, as to the matters alluded to in the advertisement, as they consider it would be derogatory to their office to do anything of the kind; they are rather desirous to be looking after the interests of the shareholders, in working the mine and making the best of the property left, and seeking to recover from the parties who have been taking an active part in making previous calls, the sums of money which have not been expended in respect of the mine, amounting to some thousands of pounds, and for which some persons will yet be made responsible; and fortunately the directors have possession of documents, as well as the most positive evidence to make out a case that will require more than one of Mr. Tribe's advertisements to answer; they, however, have no wish to publish the facts they are in possession of through any of the public prints, they are desirous rather to wait until the matters come out in the shape of a report of a judicial proceeding. The directors have also desired me to notice the letter of a "Small Shareholder," as he calls himself, or rather "not a very large" one, also appearing in the same paper as the advertisement of Mr. Tribe, which it would certainly have been a little more candid and fair to the shareholders to have placed just before the advertisement, instead of being inserted on the other side of the paper—Mr. Tribe might as well have inserted it at the head of his advertisement. The writer of that letter states, that he knows little or nothing of Mr. Millett Thomas, but that all he could gather from the speeches of the Manchester shareholders was, "that he had placed too much confidence in a mining captain, who seemed quite unworthy of the least." It would certainly gratify curiosity to know what part of the speeches alluded to he gathers any such thing; for if anything appears, it is not that Mr. Millett Thomas had placed too much confidence in the mining captain (who is, as I am informed, one of the best captains in the county of Cornwall, at all events, he is an honest one), but that too much confidence had been placed in some other persons by the shareholders; perhaps this not very large shareholder may not have seen the balance-sheet made out at the meeting held in September, 1837 (although it is conjectured that he knows all about the matter), if not, he may see it by calling at Mr. Pipe's, No. 8, Market-street, and he can perhaps explain an item of 500*l.* charged for the purchase of the lease, and reckoned as an item in the disbursements of the persons who received the moneys of the shareholders, when it turns out that not a single shilling had been paid, and that the present directors have had themselves, out of their own pockets, to pay twenty guineas to the steward of Lord Falmouth, to release it from him, and to make a contract themselves to purchase it from the person to whom it was made, not for 500*l.*, but for 500*l.* only, 300*l.* of which is paid in shares, and not in money; however, as there can be but little doubt as to the quarter from whence this "not very large shareholder" receives his directions to write in the way he has done, it is only a waste of time to notice his remarks further. The directors desire me to say that they are greatly obliged by the shareholders generally responding so speedily to their call, and hope very soon to be able to make a good report; and, further, that a copy of the resolutions and regulations passed at the meeting held in September last, are printed, and may be had, on application, at 8, Market-street, Manchester.

I am, Sir, your most obedient servant,

CHARLES COOPER,
Solicitor to the Company.

Manchester, Oct. 11.

JOINT-STOCK BANKS.—It will be remembered by most of our readers, that on the occasion of passing the Temporary Joint-Stock Bank Bill at the close of the last session, the Chancellor of the Exchequer expressed his intention to bring the subject of joint-stock banking under the consideration of the House of Commons, in the next session, with a view of passing a permanent law for its better regulation. It is to be hoped that this important question will meet with the most ample discussion, and that a measure may pass the legislature, which will place the joint-stock banking system upon a much sounder footing, and one that will increase the security of those who transact their business with them. We find that this intention of the Chancellor of the Exchequer has created much interest amongst all classes of bankers, particularly joint-stock banks, and in consequence Mr. Blewitt, M.P. for Monmouth, and a director of the Monmouth and Glamorgan Joint-Stock Bank, which was established under the provisions of the Act 7th Geo. IV., cap. 45, sec. 9, has addressed a circular to the managers of joint-stock banks, in which he states that it is probable Parliament will not meet until February next, and then expresses his opinion that the intervening period cannot be better employed than in considering and communicating with each other on such defects of the present system as may come under their respective notice. That gentleman also suggests that, in order to concentrate all the information possible on this most important subject, a meeting of delegates from the different joint-stock banks should take place in London, not later than November next, for the purpose of considering and arranging the preparation of such legislative enactments as may appear necessary for the better protection and improvement of joint-stock banking. We believe there is scarcely any doubt but that this appeal of Mr. Blewitt's will be responded to very generally, and for the sake of the community at large, that all the principals of the respectable joint-stock banks, will lay before the Government the result of their late experience, in order that no one-sided enactment should creep its way through parliament.—*Herald.*

THE BANK.—Some important alterations are about to take place at the Bank, which will be a considerable improvement. The walls of the hall are to be raised, and it is to be lighted from the top, agreeably to an improved design, both useful and ornamental. It will equal in splendour and beauty the chamber where the dividends are paid, which has lately undergone important and necessary improvements. The alterations making in the rotunda will soon be finished; the floor will represent a star, and be encircled with a handsome iron railing, outside of which will be a broad circular passage leading to the Bank and various apartments of that establishment. In future no business will be permitted, as heretofore, to be transacted in the rotunda.

STEAM NAVIGATION.—A few days since the *Rainbow*, a new iron steam-ship, belonging to the General Steam Navigation Company, on her way to Antwerp, with the tide, performed the distance from the Brunswick-wharf, Blackwall, to Gravesend, a distance of twenty miles, in one hour and four minutes. We believe this is the quickest passage on record. The *Rainbow* has become an object of great curiosity from the extraordinary speed she has displayed, and as proving beyond a doubt the safety and durability of iron-built vessels at sea. The spirited company to which she belongs, in order to save the expense and inconvenience of small boats, land and embark their passengers at the Blackwall-wharf. This arrangement has afforded much satisfaction, and the dangerous and circuitous passage of the pool is avoided.

COLONIAL AND BEET-ROOT SUGARS IN FRANCE.—The Chamber of Commerce of Bordeaux has addressed a second representation to the minister of commerce, in continuation of the first, on the colonial sugar question, showing that, although the permission to export sugar duty free to foreign countries direct from the colonies would afford some relief, still it would be by no means sufficient to remedy the distressed state of the sugar trade, without the lowering of the duties at home, and that the measure itself would have a destructive effect upon the maritime commerce of France.—A general meeting of beet-root sugar growers and manufacturers has been held in Paris, and a central committee named to protect their interests.

THE STANNARY COMMISSION.—We understand the commissioners appointed to inquire into the laws, usages, and customs of the Stannaries of Cornwall (Messrs. Davies Gilbert, Basset, and Barlow) had intended meeting this autumn to collect further evidence on the subjects of their inquiry, but as the commission under which they acted expired by the demise of the Crown, they cannot do so until a new commission has been issued.—*West of England Conservative.*

rated through folly and indiscretion; and we hope that the meeting in question will be allowed to terminate dissensions which have probably little real foundation, and will certainly be productive of unmixed evil to the undertaking.

In another part of our columns will be found a notice of a meeting lately held at Balinasloe, on the subject of railways in the western districts of Ireland, a subject on which the nobility and gentry resident in those parts appear to take a very natural and proper degree of interest. The first resolution, proposed by Mr. BROWNE, of Mount Browne, was to the following effect—"That this meeting is of opinion, that the commerce and agriculture of the country would be greatly promoted by judiciously-selected lines of railroad towards the west of Ireland, which would lead to the employment of the people, and open the communication with spacious harbours on the western coast of the province of Connaught." We are pleased to observe, that the subject was warmly taken up by the meeting, and doubtless the effect of the proceedings will be to give an impetus to the progress of railways in that portion of the kingdom. The report of the Railway Commissioners was severely commented upon, perhaps more so than it deserves, although we have, on a former occasion, very freely expressed our opinion of its (we consider) improper interference with private undertakings now carried on by individuals, most undoubtedly for the public benefit, and under the protection of Acts of Parliament.

We have been favoured with various circulars and documents relative to the establishment of a Company for the important purpose of introducing Steam Navigation upon the Ganges, the Jumna, and other principal rivers of India; and were it not for the great press of other matter, should feel much pleasure in entering at length upon an undertaking which promises to be of such immense value to our Indian possessions, and at the same time highly remunerative to the individuals who embark their capital in it.

Among the promoters of this valuable enterprise, we observe the names of all the principal merchants interested in the East India trade, both of London and Liverpool, while the most ample testimony in its favour is afforded in a letter from C. E. TREVELYAN, Esq., late Secretary to the Government of India and Bengal, in the secret and political departments, who, in reference to the trade of the Ganges, remarks that it is "the high road of a highly-productive tract of country, containing sixty millions of inhabitants." Our present notice being necessarily brief, we shall return to the subject more fully in our next Number, and endeavour to do it that justice which its importance deserves, while it is probable that in the interim fresh information may be afforded.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed at 94½ money, and 94½ time. Three-and-a-half per Cent. Red. Ann. 100½ 101 ex div., and New Three-and-a-half per Cents 102½ money. Bank Stock 203½ 204 money, and 208½ time. India Stock 263 time. Premium on Exchequer Bills 69 72. Spanish Bonds, with the May Coupons, 18½ ¼, and with dividends from May, 1838, 15½ ¼, and Deferred 7½. Portuguese New Fives 33½, and the Three per Cents 21½ ¼. Dutch Two-and-a-half 54. Old Fives 100½ ¼, and New Loan 98½. Danish Bonds 74½ ¼. Great Western Railway Shares 11½ 12 pm. Brighton 2½ ¼ dis. Birmingham 82 pm; and the Five per Cent. Bonds 3½ pm. Greenwich 3 dis., and the New Shares at par. Southampton 4 dis., and the New Shares 21½ pm. Croydon 3 dis., and the Scrip 1½ pm.

The meeting which was held yesterday, at the Jerusalem Coffee House, for the purpose of promoting a more effective steam navigation with our Indian possessions, passed over with great *clat*, and though it was acknowledged that the government and the East India Company would make no advances to aid so noble a project, we have every reason to believe that eventually the enterprise will be fully carried out.—In consequence of the crowded state of our columns we are compelled to defer the report of the proceedings until next week.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 94½ ¼; Exchequer Bills, 69 71 premium; East India Bonds, 68 70 premium; Dutch Five per Cents., 100½ ¼; Ditto Two-and-a-half per Cents., 53½ ¼; Portuguese Five per Cents. 33½ ¼; Ditto Three per Cents. 21½ ¼.—*Railways:*—Brighton, 2½ ¼ dis.; Great Western, 11½ 12½ premium; London and Birmingham, 82 84 premium, New, 24 5 premium; Southampton, 46 47 per share; New, 21 22 prem.; York and North Midland, 1 dis. to par.

REDRUTH, OCT. 11.—Average standard, 110*l.* 3*s.* 0*d.*—Average produce, 8½.—Average price, 6*l.* 4*s.* 0*d.*—Quantity of ore, 3160.—Quantity of fine copper, 255 tons 13 cwt.—Amount of money, 19,470*l.* 3*s.* 0*d.*—Average standard of last sale, 114*l.* 10*s.*—Produce, 7½.

BIRMINGHAM METAL MARKET, OCT. 10.—Manufactured copper has risen ¼*d.* per lb. with the past week; but for tile, cake, and best selected, we have no alteration to make from our last quotation, viz., 90, 92, 94. Tin stands at 87; spelter has advanced, ranging between 22½ and 23.—*Birmingham Advertiser.*

THE IRON TRADE.—This important branch of our commerce is generally in a highly-flourishing condition. The acknowledged importance of railway conveyance, as an internal mode of communication, is exciting intense and universal interest, and visits to this town and neighbourhood are constantly being made by engineers and other professional men from different parts of this country, and from the continents of Europe and America, either for the purpose of making arrangements for laying down railroads of their own, or taking advantage from, and making themselves acquainted with, every improvement and scientific particular which the roads now opened to the public offer. We stated, a short time ago, that an advance of 10*s.* per ton had taken place upon this description of iron, and that a further one was anticipated, to which, we believe, the purchasers of railway bars have been subjected. It is rumoured that the orders already in the books for "rails," in South Wales, as well as this neighbourhood, are prodigious, and likely to occupy the principal works for some twelve months to come. We congratulate the iron masters and the country at large upon this state of things; and we are glad to find that the demand for this article does not exist only in railway iron, but that the consumption in hardware goods is greatly upon the increase. The quarterly meetings of the iron masters for this and the Shropshire districts are being held this week. It is not contemplated to make, at present, any alteration in the price of bar-iron from that which for some weeks past has been obtained; but we understand that orders are only received with certain limits.—*Ibid.*

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin and bullion from the port of London to foreign ports during the past week is as follows:—Gold bars to Hamburg, 1213 oz; silver coin to Rotterdam, 16,000 oz.; ditto to Cadiz, 800.

FOREST COAL.—On Thursday morning twelve waggons, loaded with coal, belonging to the Cheltenham and Forest of Dean Coal Company, decorated with laurel boughs and placards, passed through this city for Cheltenham. We believe this is the first fruit of the Cheltenham Company's labours.—*Gloucestershire Chronicle.*

MINING CORRESPONDENCE.

ENGLISH MINES.

ST. HILARY MINING COMPANY.

Oct. 6.—The engine-shaft is nine feet under the seventy fathom level; lode two feet wide, producing two-thirds of a ton of ore per fathom. In the seventy fathom level west the lode is eleven inches wide, producing three-quarters of a ton per fathom. In the seventy fathom level east the lode is fifteen inches wide, producing good ore. In the rise, in the back of the sixty fathom level, the lode is 1 ft. 6 in. wide, producing a ton of ore per fathom. In the rise, in the back of the fifty fathom level, the lode is six inches wide—good ore. We have but two feet to rise to hole to the winze in bottom of fifty; when it is holed these men will go to drive the sixty fathom level east. We have set the sixty fathom level east, and the winze in bottom of sixty fathom level west of engine-shaft, at the price offered on setting-day. We have also set the pitch in the bottom of the fifty fathom level, at 11s. in 20s., to two men. We have two applications for the winze in bottom of the sixty fathom level east of engine-shaft, which I expect to set on Monday.

C. H. RICHARDS.

GWINEAR MINING COMPANY.

Oct. 6.—In the thirty fathom level east the ground is good, with some stones of tin. The winze in the twenty fathom level is suspended; the men are rising in the back of the thirty fathom level to communicate said winze. In the twenty fathom level east the ground is hard, with some stones of tin. The winze in the bottom of the ten fathom level is holed with the borer. On the twenty fathom level the men are stopping the ends of the winze; lode eight inches wide—four of which is good tin. In the twenty fathom level, on copper lode, the lode is fifteen inches wide, composed of gossan and spar. The water was so quick in the winze, in bottom of ten fathom level, that I put the men to bore on the twenty fathom level to let go the water; I did not set the winze to sink, as it would be very expensive—the men will complete the winze from back of twenty fathom level; this will save the labour of drawing the stuff with the winze. I must own the ground is very hard and poor in the twenty fathom level east, but we are so near the branch of tin we have had in sinking the winze from the ten to the twenty, it would be a pity to suspend it. We have six feet more to drive to cut this branch.

C. H. RICHARDS.

UNITED HILLS MINING COMPANY.

Oct. 6.—In the twenty-five fathom level, west of diagonal-shaft, the lode is two feet wide, producing a little ore, with a very promising appearance. In the thirty-five fathom level east, of eastern diagonal-shaft, the lode is eighteen inches wide—one foot good ore. In stopping the back of ditto ditto, the lode is 2 ft. 6 in. wide—good ore. In adit level east of ditto ditto, the lode is three feet wide—poor. In stopping back of ditto ditto, the lode is two feet wide, very good ore. In the ten fathom level east of ditto ditto, the lode is three feet wide, ore throughout, but low in quality. In the twenty fathom level of ditto ditto, the lode is two feet wide, producing a small quantity of ore. In sinking winze, bottom of twenty-seven fathom level, the lode is 2 ft. 6 in. wide—poor. In the thirty fathom level west of William's shaft the lode is eighteen inches wide, with stones of ore. In the thirty fathom level east, of Turton's shaft, the lode is two feet wide, producing ore of a fair quality.

C. PENROSE.

BRITISH TIN MINING COMPANY.

Oct. 8.—In Trelaver adit level the lode in the end is still small, and in spare ground, but not without tin. We do not expect the lode to improve in quality while this bar of ground continues. We have excavated a lot of the lode in the kills, but find it very poor.

J. BRAY.

ENGLISH MINING COMPANY.

Great St. George, Oct. 9.—We sampled to day, at Great St. George, 446 tons of ore.

H. HUMPHRIES.

WEST WHEAL JEWEL MINING ASSOCIATION.

Oct. 8.—Wilkinson's engine-shaft is sunk about one fathom four feet in the past month; the ground is rather improving; the lode about eighteen inches wide, composed of gossan, spotted with yellow and black ores. Buckingham's engine-shaft is sunk three and a half fathoms in the past month; it is now down ten fathoms below the deep adit, where we intend cutting a plat, by so doing we shall sink the shaft much faster. Our tributers broke in the past month about fifty tons of ore, which we shall sample on Wednesday, the 18th inst., together with what we can get ready besides.

M. WILLIAMS.

POLBREEN MINING COMPANY.

Oct. 6.—After carefully surveying this mine to day, and comparing the present prospects with what was reported to you in my last of the 22d ult., we do not see the least alteration in any part of the mine worth notice. The course of tin continues in the bottom of the twelve fathom level, on Dorcas's lode, equally as rich as we have ever seen it before. Our next sale day, Wednesday week, the 17th inst., being for the last month (September), will, we expect, be about eight tons.

RICHARD ROWE.

TAMAR SILVER LEAD MINING COMPANY.

Oct. 8.—In extending the bottom level south, there is a lode from two to three feet big, producing silver lead ores. We have holed the winze from the 125 to the 135 fathom level south of the shaft. Going south, at the 105 fathom level, there is a lode, about four feet wide, with two branches, producing silver lead ores, each about nine inches in width. In the ninety-five fathom level driving south the lode has rather improved, being about a foot in width, and producing good silver lead ores. Driving south, at the eighty-five fathom level, the lode is about two feet and a half big, yielding very good and saving work; and in driving the seventy-five fathom level south, the lode is also producing very good and saving work, and is from one foot to one foot and a half in width. Our tribute department generally is looking very encouraging, and from present appearances the men will be well remunerated for their hard labour.

MARK JAMES.

TRELLEIGH CONSOLS MINING COMPANY.

Oct. 6.—In sending you this report, I beg to say that our prospect looks well at Christowe. In the thirty end east we have cut another slide, which lets out quantities of water, and inside this we have a lode one and a half foot wide, worth 12l. per fathom. The east pitch, at this level, is improved since last reported. At this level west the back pitch continues to produce its full quantity and quality as when last reported. The 4s. pitch, at the twenty, is not quite so good, owing to a slide being cut, and disordered the lode, but we hope to have another bunch of ore soon, as we have every reason to expect it. In sinking the winze under the twenty end, I am glad to say we have no water, and a branch of ore worth from 4l. to 6l. per fathom, and good ground. At Shauger, in the pitches, we have little alteration. On driving at Williams', on Maria lode, we are encouraged, by frequent bunches of ore, though not lasting, but from all appearances we may expect it.

R. H. SINCOCK.

PERMAN CONSOLIDATED MINING COMPANY.

Oct. 8.—We have now extended the fifteen fathom level cross-cut, driving north from Windus's flat-rod engine-shaft, about six fathoms; the ground hitherto has been rather a hard kill, but the present indications are of a much more favourable character. We expect at about seven fathoms more to drive will cut Anthony's lode. We have been opening more ground on tribute at the five fathom level, and find the prospects are very encouraging. We have now broke and at surface from that shallow depth from ten to twelve tons of rich lead. Since our last report we have discovered Mudge's lode, situated about sixteen fathoms to the south of the flat-rod, on Windus's engine-shaft, at five fathoms deep. It has also every appearance of proving a productive lode. We have been able to set it at 4l. per ton on tribute. In the south adit cross-cut we have from one to two fathoms more to drive to cut the Great South lode. At Rose the lode (two feet wide) is still composed of jack and spots of lead, and is surrounded with a soft white elvan strata, which has been found congenial to tin in the adjoining mine, Budnick.

R. ROWE.

EAST WHEAL STRAWBERRY MINING COMPANY.

October 5.—We have this day held the monthly setting in these mines, and have set all the new as well as the old work recommended by us on the 12th ultimo, and which has since been sanctioned by you. The new engine-shaft is sunk eleven fathoms below the adit level, the ground continues favourable for sinking. At Orchard, the thirty-five fathom levels going east and west, on Trewhithen, lode is large, but at present poor for tin. At the twenty-four fathom level west of Orchard engine-shaft the lode is unproductive, but having a large cross-course a few fathoms before us, we hope soon to see the lode again improve. The cross-cut driving north at this level towards the new engine-shaft is very wet, the ground, however, of late has become more favourable for driving. At Boundary, all I can say is, the prospects are much the same as hitherto reported, the great stopes lode being of an immense size, and of a very coarse nature, still we hope, by breaking a large quantity, an improvement will take place, and after the concern is thrown open, as is now intended, that it will be found to answer our expectations.

RICHARD ROWE.

Oct. 8.—We held our monthly setting on Friday last for tribute and tut-work, when we set ten tribute pitches, and three were not out, making thirteen in number, varying from 8s. 6d. to 11s. in 1l. We also set seven tutwork bargains. The new engine-shaft is now sunk below the adit level 10 fms. 5 ft. 6 in., and the ground still continues favourable. At the twenty-four cross-cut, the ground is now found much easier. The lode in the western end, driving at this level, is about two feet in size, at present poor, but having a cross-course about ten fathoms west, and the lode having been productive at this intersection, at the adit level, we deem it prudent to intersect it at this level. At the thirty-five fathom level the lode is about two feet big, of a tinny description, but not rich. The lode in the western

end, driving at this level, is about the same size, and the greater part of it is saving work. At Boundary, the lode in the eleven fathom level west of Boundary shaft is still very large, and possesses tin throughout, the greater part of which is fit for the stamps, and occasionally excellent stones of tin are found. At the twenty-three fathom level we are driving on a branch of the Great Stopes lode, which we find very speedy for driving, and as we proceed we take down a part of the great lode, in order to prove its contents, and find it disordered with ironstone, and to which this lode is subject; but as we drive further west we expect this ironstone will be exhausted, and the remainder of the lode prove productive of tin.

F. EVANS.

TINCROFT MINING COMPANY.

Tincroft Mine, Oct. 3.—I beg to say that we are still raising good work for tin from the engine-shaft, and that the south part of the lode has a very promising appearance for tin. The 132 and 120 west are producing some tin, but not rich. The 120 east is improving for tin, the ground getting softer, and the lode partaking more of the nature of that in the level above. I have now the greatest confidence that we shall find this level to equal any of the upper ones. The 110 east has an excellent appearance both for tin and copper ore, but not especially for the latter; the end is now worth at least 20l. per fathom, and leaving a good back and bottom. The stopes in the back of this level, about fifteen fathoms behind the end, are producing good work for tin, with some grey copper ore. The stopes also in the back of the 100 are looking well for tin. The 100 end being very expensive to drain, in consequence of a quantity of water proceeding from it, is suspended for a short time, with the hope that when the water shall have been taken out of the western part of the Carn Brea mines, adjoining this (which is now being commenced doing), that it will take off at least a part of the water now coming to us, and that we shall be able to drive this end at a less expense. The end when driving produced fair quality work for tin. Since my last we have discovered a cross-course in the ninety end east, the same that preceded the course of copper ore in the eighty-one fathom level, through which we have driven several fathoms, and still the lode in the end has a good appearance—no doubt that we shall soon find the same sort of lode in the ninety. We are raising good work for tin from the seventy-two east, on the south part of the lode. The branch which we discovered in the cross-cut going north was but small, but being good work for tin, may be considered a good precursor to the north part of the lode, which I hope we shall soon discover to be good. Our pitches may be considered stationary for my last report.

W. PAUL.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, Oct. 8.—The lode in the north end, at the sixty fathom level, continues much as hitherto, about four inches big, yielding some good work for silver lead ores. In the south end I see no alteration worthy of remark since my last report. Driving east, on Johnson's lode, at this level, the lode is from eight to ten inches in width, occasionally showing a little tin. At the fifty fathom level north we have driven east about six feet, and have not yet discovered the lead lode (since hove). The rise in the back of the forty fathom level, south lode, about four inches wide, chiefly composed of mundic, with a little lead ore. In the north end, at this level, the lode is from twelve to fourteen inches in width, spotted with silver lead ores. Johnson's flat-rod engine-shaft is sunk below the sixty fathom level about four feet, ground favourable. At the north mine, previous to driving east, at the twenty fathom level, we have been under the necessity of clearing some rubbish, securing grounds, &c., and have driven about six feet; the lode is from eight to ten inches in width, composed of peach, mundic, jack, and a little copper ores.

CORNUBIAN MINE.

Chiverton, Oct. 9.—I beg to inform you that we have suspended sinking the winze from the eight fathom level to the sixteen fathom level, at the western part of the mine, in consequence of having water in it, and we have put the men to drive from the western shaft, at the sixteen fathom level, towards this winze. We have still a good lode at the twenty-four fathom level, at old engine-shaft, but not quite as well going west, as the last report represented. The same level east, on Chiverton lode, is looking well; we have a good lode in this level, and I expect an improvement in this level soon. The same level, on the west counter, is poor. We have holed the rise from the thirty-two fathom level to the twenty-four, and I have examined it this day, and I find that we have got lead all through it, and I expect to set some pitches there soon. We have recommenced driving the thirty-two fathom level east and west, but little has been done since they have holed the rise, so that there is no alteration in these levels. We have now dressed about seven tons of lead, undressed about twelve tons, and broke underground about three tons.

JOHN BORLASE.

HOLMBUSH MINING COMPANY.

Oct. 8.—Little done at the 100 fathom level, through cleansing and repairing steam-engine. The lode in the eighty fathom level west is of a very encouraging character, worth about 15l. per fathom. Driving south at this level, east of engine-shaft, the ground still continues hard, and producing a great quantity of water. The lode in the seventy fathom level west is one and a half feet wide, worth about one and a half ton per fathom, of good quality ore. The stopes in the back of this level still continues good, worth from three to four tons per fathom. The flap jack lode in the seventy fathom level west is about two feet wide, and presents a more favourable aspect than hitherto. The lode in the winze, sinking below the fifty-two fathom level, is not quite as good as at the commencement of sinking; all other tutwork bargains remain much as stated in my last; there has been but little lode taken down for the last week—men employed desuing. Some of our tribute pitches are somewhat improved. We think our sampling for this month will be about the same quality as last.

H. PHILLIPS.

RAILWAY INTELLIGENCE.

MIDLAND COUNTIES RAILWAY.—There has been an interruption this week to the making of the embankment on the left of the Humberstone-road, owing to the bridge across the turnpike not having been so far completed as to permit the gang waggons to pass over it. From this cause many excavators and other workpeople have been unemployed, but it is expected that they will resume their work next week. It seems that the fixing of the iron "ribs," or arches, across the road, is found a difficult task, and occupies much time. One-half of the new bridge on the London-road being now in a state to pass over, the other portion of the road is about to be broken up in order to complete it.—*Lincoln Chronicle*.

MANCHESTER AND STOCKPORT RAILWAY.—The Stockport length of the Manchester and Birmingham Railway has been commenced by the contractor, Mr. John Brogdon, of Manchester, in good earnest, nearly half a mile of ground from Blackbrook to this town having already been broken. About 150 men are engaged in the cutting; and already has one of the main depths of twenty-two feet been obtained and cleared out a considerable distance, in which temporary rails are being placed for the purpose of carrying the superfluous soil away towards Manchester, where great quantities will be required to fill up the declivities. Mr. Brogdon's intention is, we believe, if possible, to complete his contract between the Hyde-road and this town within eighteen months, although the time for the completion of the work is limited to twenty months. The immense viaduct over Heaton-land and the river Mersey is to be proceeded with immediately; and the line to the point of junction with the Grand Junction Railway, at Chebsey, near Stone, is to be now pushed forward as quickly as possible.—*Stockport paper*.

SHEFFIELD AND ROTHERHAM RAILWAY.—We understand the directors have fixed upon Monday, the 29th inst., for the public opening of the line, the most active exertions are now making by the contractors for its completion. The excavators are at work day and night, and a locomotive engine is constantly employed in working the soil carriages from the deep cutting at Brightside.

SOUTH-EASTERN RAILWAY.—Last week the chairman of the board of directors, accompanied by Mr. Cubitt, engineer, and Mr. Fector, M.P. for Maidstone, inspected the works now in progress in this immediate neighbourhood (Canterbury). Great satisfaction was expressed at the advance made since the last visit of the directors; and the facilities anticipated in working through the chalk have been realised to an extent far beyond that of the most sanguine of its promoters. The line between this place and Folkestone has now been finally determined upon; and in the course of a fortnight the plans and specifications for contracts throughout to Folkestone will be ready for inspection by parties desirous of contracting for the same. From Folkestone upwards there is only one work of importance on the line—viz., at Beachborough. Beyond this point, the whole line to its junction with the Brighton Railway in the county of Surrey presents no works of a serious character. The central district from Ashford to the westward is, we believe, quite unparalleled in the facilities which it offers in its construction. For a length of forty-five miles, from Ashford to its junction with the Brighton Railway, the line is perfectly straight, with scarcely any cutting, and so nearly approximating a level as to afford scope for the attainment of the highest velocities of which the locomotive engine is capable. The works will be executed at an expense very far short of the average of railways, and from the contracts which have already been let, we have every reason to believe that the Parliamentary estimates will be more than sufficient to meet the expenses of their construction.—*Kent Herald*.

OPENING OF THE DUNDEE AND ARBROATH RAILWAY.—This railway was opened from Arbroath to the temporary station at Craigie, Dundee, on Saturday, the 6th inst. The fineness of the day and the general interest which the inhabitants of Dundee and Arbroath, and the numerous towns and villages along the line, take in this great work, brought out an immense concourse of spectators on every part of the line. The first train, consisting of eleven carriages, started from Craigie station precisely at 12 o'clock, and reached Arbroath at ten minutes to 1, making a stoppage of five minutes to oil the axles, leaving the time of travelling precisely three-quarters of an hour, giving an average speed of twenty miles an hour. After taking in a supply of water and fuel, the train returned to the Dundee temporary station, which it reached in forty-three minutes, and travelling frequently, on several parts of the line, at twenty-six miles an hour. In the course of the journey, the train passed the Aberdeen coach travelling at full speed, which, to the passengers in the railway train, appeared almost stationary. These carriages were crowded with passengers, in all about 400, besides the principal officers of the company. Among the passengers we observed Lord Murray (who has all along taken a lively interest in the concern, and through whose property the one-half of the line is carried), Sir J. Ogilvie, the Hon. Mr. Howard, Colonel Kinlock, the Provost of Dundee, and the other directors of the railway, and many members of the town-council. At two o'clock the engine again started for Arbroath, with a train of carriages and a great number of passengers, and returned to the temporary station at Craigie, performing the trip in less time, by ten minutes, than on the former occasion, or at an average speed of about twenty-five miles an hour. The carriages are made to contain thirty passengers each. The works on the Arbroath and Forfar Railway are also in a very advanced state, and are expected to be completed in the course of two months. The steady motion of the carriages and engine may partly be ascribed to the gauge which has been adopted upon this railway, which is 9½ inches broader than the principal English railways, but 18 inches narrower than the Great Western Railway. The general arrangements of the day were admirable, and everything passed off in the most satisfactory and gratifying manner.—*Glasgow Courier*.

LONDON AND BIRMINGHAM RAILWAY.—The following documents show how progressively steady has been the increase of traffic on the line. The greatest amount received was for the week ending June 30, the week of the Coronation. Statement of weekly receipts for passengers and parcels, between the 8th of April and the 11th of August, 1862, inclusive:—

April 14.....	£350 3 8
— 21.....	4,026 12 10
— 28.....	4,216 8 5
May 5.....	4,487 17 7
— 12.....	4,605 9 1
— 19.....	4,950 8 8
— 26.....	4,846 10 5
June 2.....	5,342 9 5
— 9.....	5,637 10 4
— 16.....	5,884 1 5
— 23.....	6,472 16 4
— 30.....	7,543 0 4
July 7.....	7,115 5 2
— 14.....	6,813 17 5
— 21.....	6,814 14 6
— 28.....	7,137 16 2
August 4.....	7,109 4 11
— 11.....	7,032 2 1

£103,538 9 4

SOUTHAMPTON RAILWAY.—This railway progresses with becoming speed, and the greater portion of the line from Southampton to Winchester is supplied with rails and sleepers, though not all fixed.—We are glad to find that the directors of the Southampton Coach Company have determined to avail themselves of the advantage the completion of our railway from London to Winchester presents, and that two of their coaches will run between the railway station and Southampton. The journey will be performed in three hours and a half.—*Hampshire Advertiser*.

HULL AND SELBY RAILWAY.—A considerable number of men are employed upon the various contracts, and the contractors are exerting themselves to complete as much of the work as possible previous to the winter; about 150 yards in length of the embankment at the west end of the foreshore near Hull are completed, and 100 yards more raised to the full height; a great part of the stone facing is also finished; the trunk at the foot for a further distance is also excavated, and part of the embankment thrown up; a considerable quantity of stone and chalk has been delivered for this work. The embankment at the east end of the foreshore near Mr. English's wharf, is in progress. On the Hessele contract the embankment from Dairycoates to Hessele Harbour is nearly finished and ready for ballasting, and the various culverts wholly or nearly completed. The cuttings westward at Hessele and Ferriby are proceeding favourably, although the wetness of the season prevented the great progress which would have been made under more favourable circumstances. The Broad contract has been commenced, and when all the corn is cleared off the ground the works will proceed more rapidly. The Market Weighton embankment requires only 6000 cubic yards of earth to finish it, and the foundations of the bridge over the canal are ready to receive the ironwork, which is all prepared, and daily expected from the foundry at Derby. The Howden contract (a length of nine miles) only a small part of the formation of the railway at each end remains unfinished, and this is in progress; nearly 4000 tons of chalk have been landed, and broken for ballasting; several culverts are finished, and the bridge over the railway, at Eastington, is commenced; a considerable quantity of bricks has been made for the use of these works. The foundation of the bridge over the river Derwent, on the west side, is nearly ready for the piling, and the cofferdam on the east side finished. The cutting west of this river is progressing, and the earth is carted to form the embankment. The other works of the Selby contract will proceed as the land is cleared of corn.—*Hull Advertiser*.

EASTERN COUNTIES RAILWAY.—We are much pleased to see the line progressing. Within these few days we have been along the line which is under contract, as far as Romford, and on the entire distance the utmost activity prevails. From Dog-row, near the Mile-end-road, where the temporary terminus is to be, the ground is cleared of the houses and buildings which have hitherto impeded the operations of the company; but we understand that this part will be commenced and finished forthwith. For a considerable distance on the London side of the River Lea the embankment to carry the railway is in course of formation. A brick and stone bridge of a substantial and handsome design, nearly completed over the canal, between which and the river Lea the ground is fenced off; and the road bridges, four in number, in course of execution. From the river Lea to Ilford the whole of the brickwork and masonry is finished, with the exception of (in a few instances) the pump-pits and coping. The embankment over the Stratford marshes will be shortly completed, the permanent rails being already laid on a portion of it, and for a considerable distance in the cutting by Maryland-point. The company have employed, on this part of the line, two powerful locomotive engines, in place of horses for drawing the earth waggons. In the Stratford marshes they have a contrivance to facilitate the tipping of the earth waggons, which consists of a moveable stage of about forty feet in length on which are laid two lines of rails, corresponding to those on the embankment; one end of the stage rests on the embankment, the other supported by the frame work on wheels; on this stage the waggons are run, and the contents tipped with great rapidity. The engineer of the line has adopted a five-feet gauge; the rails are parallel, and laid throughout on transverse sleepers of elm, larch, and fir. The brickwork and masonry is generally to be praised. For a considerable distance on the London side of Ilford (where a station is to be made) the permanent rails are also laid. At Ilford the company are proceeding with great spirit, all the houses and buildings being cleared away, and the excavations proceeding rapidly. The works, as far as Romford, are being carried on with the same activity, so that by the time the earthwork between Stratford and Ilford about a mile of Ilford is finished (which alone remains to be done), the line from Romford to Ilford will be completed, so that within a very few months from the present time, the public will be able to avail themselves of this line as far as Romford; and from the immense traffic on the eastern road, an immediate and profitable return will be made to the shareholders. We understand that Mr. Burge has concluded with the company for a contract extending to the summit of Brentwood-hill (the heaviest work on the line), which will be commenced immediately. Two-thirds of the line to Chelmsford are now under contract.—*Civil Engineer*.

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Bank Stock, 8 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
3 per Cent. Red. Anns.	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
3 per Cent. Consols.	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
3 per Cent. Anns. 1878.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
3 1/2 per Cent. Red. Anns.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
New 3 1/2 per Cent. Anns.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
New 5 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Long Anns.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Anns. for 30 Years	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
India Stock, 104 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
South Sea Stock, 3 1/2 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto Old Ann. 3 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto New Ann. 3 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
3 per Cent. Anns. 1751	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
India Bonds, 3 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Exchequer Bills, 2 1/2 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto 1878.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto 1879.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto 1880.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
3 p. Cent. Cons. for Oct. 16	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
India Stock for Oct. 16	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Bank Stock for Oct. 16	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2

BANK OF ENGLAND—TRANSFER BOOKS.

	Tuesday	Sept. 4	Tuesday	Oct. 16, 1878.
Bank Stock	104 1/2	104 1/2	104 1/2	104 1/2
3 per Cent. Reduced	94 1/2	94 1/2	94 1/2	94 1/2
3 1/2 per Cent. Reduced	102 1/2	102 1/2	102 1/2	102 1/2
3 1/2 per Cent. 1878	102 1/2	102 1/2	102 1/2	102 1/2
Long Annuities 1878	102 1/2	102 1/2	102 1/2	102 1/2
Long Annuities 1879	102 1/2	102 1/2	102 1/2	102 1/2
Old South Sea Annuities	102 1/2	102 1/2	102 1/2	102 1/2

FOREIGN STOCKS.

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Brazilian, 5 per Cent.	80	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, 1879	80	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Buenos Ayres, 5 per Cent.	80	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Cuba, 6 per Cent.	80	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Chilian, 6 per Cent.	80	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Colombian, 6 per Cent.	80	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, 1874, ditto	80	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Danish, 3 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Greek, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, 1875, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, deferred	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, 1875, 6 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, def. do. 6 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Neapolitan, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Peruvian, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Portuguese, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, New 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, 3 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Prussian, 4 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Russian, 1872, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Spanish, 5 per Cent. Consols	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, passive	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, 2 1/2 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Dutch, 2 1/2 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, New, 1873	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2

FRENCH FUNDS.

	Oct. 4	Oct. 5	Oct. 6	Oct. 7	Oct. 8	Oct. 9	Oct. 10	Oct. 11
5 per Cent. Ann.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
5 1/2 per Cent. Ann.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
4 1/2 per Cent. Ann.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
4 per Cent. Ann.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Exchange	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Bank Shares	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2

IRISH FUNDS.

	Oct. 11, 1878.
Bank Stock	104 1/2
Government Debentures	104 1/2
Ditto New	104 1/2
Ditto ditto, reduced	104 1/2
Consols	104 1/2
City Debentures	104 1/2
Exchequer Bills	104 1/2

AMERICAN FUNDS.

	London	Paris	San Francisco
New York 5 1878	94	103 1/2	96
5 1879	94 1/2	103 1/2	96 1/2
5 1880	94 1/2	103 1/2	96 1/2
5 1881	94 1/2	103 1/2	96 1/2
5 1882	94 1/2	103 1/2	96 1/2
5 1883	94 1/2	103 1/2	96 1/2
5 1884	94 1/2	103 1/2	96 1/2
5 1885	94 1/2	103 1/2	96 1/2
5 1886	94 1/2	103 1/2	96 1/2
5 1887	94 1/2	103 1/2	96 1/2
5 1888	94 1/2	103 1/2	96 1/2
5 1889	94 1/2	103 1/2	96 1/2
5 1890	94 1/2	103 1/2	96 1/2
5 1891	94 1/2	103 1/2	96 1/2
5 1892	94 1/2	103 1/2	96 1/2
5 1893	94 1/2	103 1/2	96 1/2
5 1894	94 1/2	103 1/2	96 1/2
5 1895	94 1/2	103 1/2	96 1/2
5 1896	94 1/2	103 1/2	96 1/2
5 1897	94 1/2	103 1/2	96 1/2
5 1898	94 1/2	103 1/2	96 1/2
5 1899	94 1/2	103 1/2	96 1/2
5 1900	94 1/2	103 1/2	96 1/2

COURSE OF EXCHANGE.

	Prices	Prices	Prices	Prices
Amsterdam	12 1/2	12 1/2	12 1/2	12 1/2
Ditto at sight	12 1/2	12 1/2	12 1/2	12 1/2
Rotterdam	12 1/2	12 1/2	12 1/2	12 1/2
Antwerp	12 1/2	12 1/2	12 1/2	12 1/2
Hamburg	12 1/2	12 1/2	12 1/2	12 1/2
Altona	12 1/2	12 1/2	12 1/2	12 1/2
Paris, 3 days' sight	25 1/2	25 1/2	25 1/2	25 1/2
Ditto	25 1/2	25 1/2	25 1/2	25 1/2
Frankfurt	25 1/2	25 1/2	25 1/2	25 1/2
Petersburg	25 1/2	25 1/2	25 1/2	25 1/2
Berlin	25 1/2	25 1/2	25 1/2	25 1/2
Vienna	25 1/2	25 1/2	25 1/2	25 1/2
Trieste	25 1/2	25 1/2	25 1/2	25 1/2
Madrid	25 1/2	25 1/2	25 1/2	25 1/2
Caliz	25 1/2	25 1/2	25 1/2	25 1/2
Bilbao	25 1/2	25 1/2	25 1/2	25 1/2
Barcelona	25 1/2	25 1/2	25 1/2	25 1/2

PRICES OF METALS.

	Prices	Prices	Prices	Prices
Copper, Brit.	100	100	100	100
Tin, Brit.	100	100	100	100
Lead, Brit.	100	100	100	100
Iron, Brit.	100	100	100	100
Steel, Brit.	100	100	100	100
Aluminum	100	100	100	100
Gold	100	100	100	100
Silver	100	100	100	100
Platinum	100	100	100	100
Palladium	100	100	100	100
Rhodium	100	100	100	100
Iridium	100	100	100	100
Osmium	100	100	100	100
Antimony	100	100	100	100
Arsenic	100	100	100	100
Bismuth	100	100	100	100
Cadmium	100	100	100	100
Cobalt	100	100	100	100
Copper	100	100	100	100
Gold	100	100	100	100
Iron	100	100	100	100
Lead	100	100	100	100
Nickel	100	100	100	100
Platinum	100	100	100	100
Palladium	100	100	100	100
Rhodium	100	100	100	100
Silver	100	100	100	100
Tin	100	100	100	100
Zinc	100	100	100	100

TIDE TABLE.

	Satur.	Sund.	Mon.	Tues.	Wed.	Thurs.	Friday.
Morning	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Afternoon	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	NAME OF COMPANY.	Amount of Share.	Amount of Share.	Amount of Share.	Amount of Share.	Amount of Share.
1,800	Arigna Iron & Coal Co.	50	33	1	1	1
4,000	Bischoff Bridge	50	40	1	1	1
8,000	Blaenavon	50	40	40	40	40
5,000	Boringdon Park	20	3	1	1	1
8,000	British Tin	24	24	1	1	1
20,000	British Iron	50	50	104	10	104
100	Copper Bottom	50	41	55	55	55
2,000	Cornubian Lead Co.	50	34	34	34	34
6,000	Cornwall Great United	12	9	24	24	24
5,000	Cornwall Consols	50	34	2	2	2
10,000	Durham County Coal Co.	50	28	5	5	5
2,000	East Cornwall Tin, &c.	6	6	5	5	5
2,500	East Wheal Strawberry	10	64	33	34	34
1,500	East Mulberry Hills	50	2	3	24	3
4,000	English	25	124	7	7	7
10,000	Hibernian	50	104	10	10	10
1,000	Holmshurst	100	14	134	134	134
12,000	Kellewris	50	23	1	1	1
20,000	Mining Co. of Ireland	28	7	104	104	104
6,000	Perran Consols	50	34	34	34	34
3,000	Polbrera Consols	10	10	5	5	5
6,000	Polreun	50	3	5	5	5
2,000	Relistian	50	30	30	30	30
5,000	Redmoor Consolidated	50	44	5	5	5
10,000	Rhymney Iron	60	35	34	31	34
5,000	South Wheal Leisure	50	2	2	2	2
8,000	St. Hilary	24	14	3	3	3
800	South Towan	10	10	9	9	9
4,000	Tregollan	50	24	24	24	24
6,000	Trevorgus	50	2	2	2	2
4,500	Treleick Consols	50	32	1	1	1
4,500	Tamar Consols	50	3	5	5	5
6,000	Tin Croft	10	64	7	64	7
184	Treaskus	50	60	100	100	100
3,000	Trevelas	10	6	4	4	4
4,000	Union Hills	50	5	124	124	124
2,000	Wendron	50	6	4	4	4
3,300	West Cork	50	50	50	50	50
3,000	Wheal Brothers	20	20	4	4	4
3,000	Wheal Osborne	50	24	24	24	24
5,000	Wh. Harm. & Montague	10	10	114	114	114
2,000	West Trevelan	50	2	3	3	3
5,000	Wicklow Copper	50	5	9	84	84
4,500	West Wheal Jewel	50	5	14	14	14
5,000	Wheal Gilbert	3	3	34	34	34
800	Wheal Mary	15	11	124	124	124
10,000	Western Mining Assn.	50	50	50	50	50
	Wheal Sisters	50	50	50	50	50